



TRASH



2020—2021

SOUTH CENTRAL WEST RURAL REGIONAL TRANSPORTATION PLAN

ACKNOWLEDGEMENTS

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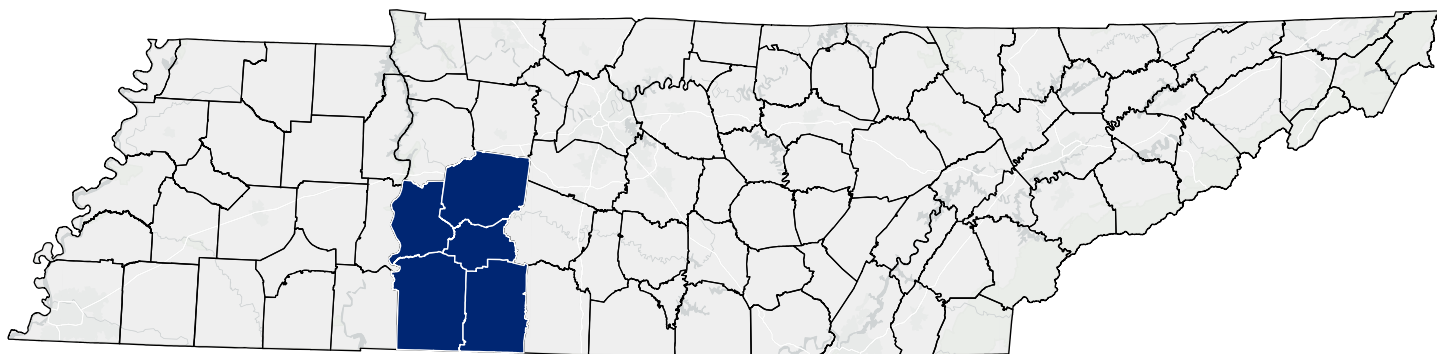
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Federal Highway Administration
South Central Tennessee Development District
Comptroller of the Treasury, Office of Local Governments
East Tennessee North Human Resource Agency



RESOLUTION TO APPROVE AND RECOMMEND

Pending approval as of June 2021

CENTERVILLE RIVER
Jerry Dixon
**WALKING
TRAIL**

ALL PETS MUST
BE LEASHED
NO WASTE
DO NOT FEED
WILDLIFE
DO NOT LITTER



When
Thunder
Roars,
Go Indoors!

STOP all activities.
Seek shelter in a substantial building
or hard-topped vehicle.
Avoid all conductive objects.
Do not use corded telephones.
Do not take a shower or bath.





Executive Summary 6

Introduction 7

Purpose and Objectives of the Plan
Overview of the Region

SocioEconomic Development & Land Uses 9

Demographics: Population Trends, Age, Race and Ethnicity, Disability, Education, Income, Poverty, Employment, Demographic Summary
Economy: Industries, Economic Profiles
Land Use: Existing Land Use, Public Lands

Regional Transportation Systems 45

Other Transportation Infrastructure: Airports, Railroads, Bridges
Functional Classification, Traffic Volumes, Volume/Capacity Ratio, Truck Traffic, Travel Behavior
Safety: TDOT Safety Projects, Crashes
Multimodal Facilities: Bicycle Level of Service, Bike Lanes and Sidewalks, Greenways, Public Transportation

Regional Goals & Recommendations 91

Public Participation Process
Regional Goals
Recommendations

References & Appendix 107

Previous Plans
GIS Methodology
Safety Project Lists
AADT and 2009-2019 Percentage Change Data

13 feet

LARGEST RECORDED
AFRICAN SAVANNA
ELEPHANT

MALE: 11.5 FEET
FEMALE: 8 FEET
ON AVERAGE

ASIAN
elephant

TALLEST AT
ARCH OF BACK

FOREHEAD HAS TWO HUMPS

SINGLE "FINGER" ON
TIP OF TRUNK

4,500 lbs to 12,000 lbs

...must come OUT

ELEPHANTS...
SPEND UP TO
16 HOURS
PER DAY EATING

HUMANS...
TAKE A BREAK FOR
15 MINUTES
PER DAY ON AVERAGE

HUMANS...
SLEEP ONCE A DAY FOR
8 HOURS

ELEPHANTS...
SLEEP FOR
3 TO 4 HOURS

EXECUTIVE SUMMARY

This plan was commissioned to examine the current and future conditions of the transportation roadway network in the South Central West Rural Planning Organization (RPO). The planning effort was led by the Tennessee Department of Transportation (TDOT), Long Range Planning Division; the University of Tennessee, Center for Transportation Research; and the South Central Tennessee Development District (SCTDD). The development of this plan allowed locally elected officials, citizens, and TDOT a collaborative approach to evaluate transportation in the region. The four main goals for the region are to:

- Monitor the region's freight traffic while supporting the movement of goods through the region
- Provide multimodal access
- Improve safety throughout the region
- Support the State's efforts in better serving rural Tennessee

The goals outlined above were identified during the public engagement process. These goals were also the most commonly shared throughout the region. The recommendations are a compilation of identified community concerns during the community engagement process. While these projects have been analyzed and reviewed, the recommendations do not mitigate nor circumvent the Community Transportation Planning Request process as well as Strategic Transportation Investments Division (STID) formal process.

It is recommended:

- The RPOs continue a collaborative transportation planning effort with TDOT, the development districts and additional state agencies
- The RPOs continue to apply for all relevant grant and planning programs in which they are eligible to participate in
- TDOT's Long Range Planning Division continues to update and modify regional plans when appropriate



OVERVIEW OF SOUTH CENTRAL WEST RPO

Purpose and Objectives of the Plan

The Long Range Planning Division of the Tennessee Department of Transportation (TDOT) has worked in collaboration with the South Central West Rural Planning Organization (RPO) and the South Central Tennessee Development District (SCTDD) to develop the South Central East Rural Regional Transportation Plan. The purpose of the plan is to increase the efficiency and effectiveness of the state's rural transportation infrastructure investments, as well as the economic competitiveness of the state's rural regions. The Rural Regional Transportation Plan stems from recommendations contained within TDOT's 25-Year Long Range Transportation Policy Plan, as it relates to RPOs. TDOT's Long-Range Plan provided a foundation to "connect people to communities, people to businesses, businesses to each other, and visitors to our state." It is the Long Range Planning Divisions hope that the Office of Community Transportation provides resources to communities in the early stages of planning development. The purpose of the RPO is to involve local officials in transportation planning through a structured process to ensure quality, competence, and fairness in the transportation decision-making process.

The development of a Rural Regional Transportation Plan provides an opportunity for local elected officials, citizens, and TDOT to evaluate the current conditions and future needs of the rural transportation network. Transportation planning within the region is diverse and takes many forms. Within the plan streets, highways, transit, bike, and sidewalks will be addressed. These various modes of transportation provide means for moving people and goods into and throughout the South Central West region. The plan brings together various stakeholders from Perry, Hickman, Lewis, Wayne and Lawrence Counties to identify the transportation needs within the region over the next 10 to 20 years. During the public participation process in the RPO, regional goals and objectives were identified based upon collective regional concerns.

Each Rural Regional Transportation Plan will be reviewed and updated as needed. The plan will act as a vision for the RPO's transportation system's needs and community goals, regardless of funding availability. It is the goal of TDOT's Long Range Planning Division that each RPO uses these plans to identify transportation priorities and needs, to help guide future transportation investments. Rural communities are encouraged to use the data and information included in this plan to apply for grants and studies that support their

long-term visions and goals, in addition to participating in programs providing additional support to the RPO or South Central Tennessee Development District.

Overview of the Region

South Central West region consists of five counties: Hickman, Lawrence, Lewis, Perry and Wayne counties. There is just a small section of Interstate 40 running along the northwestern border and a very small section of I-850 on the northeastern border of Hickman County. Interstates always serve as main travel corridors for personal vehicles and freight. Proximity to Nashville and access to the Tennessee River provide tangible benefits for the region.

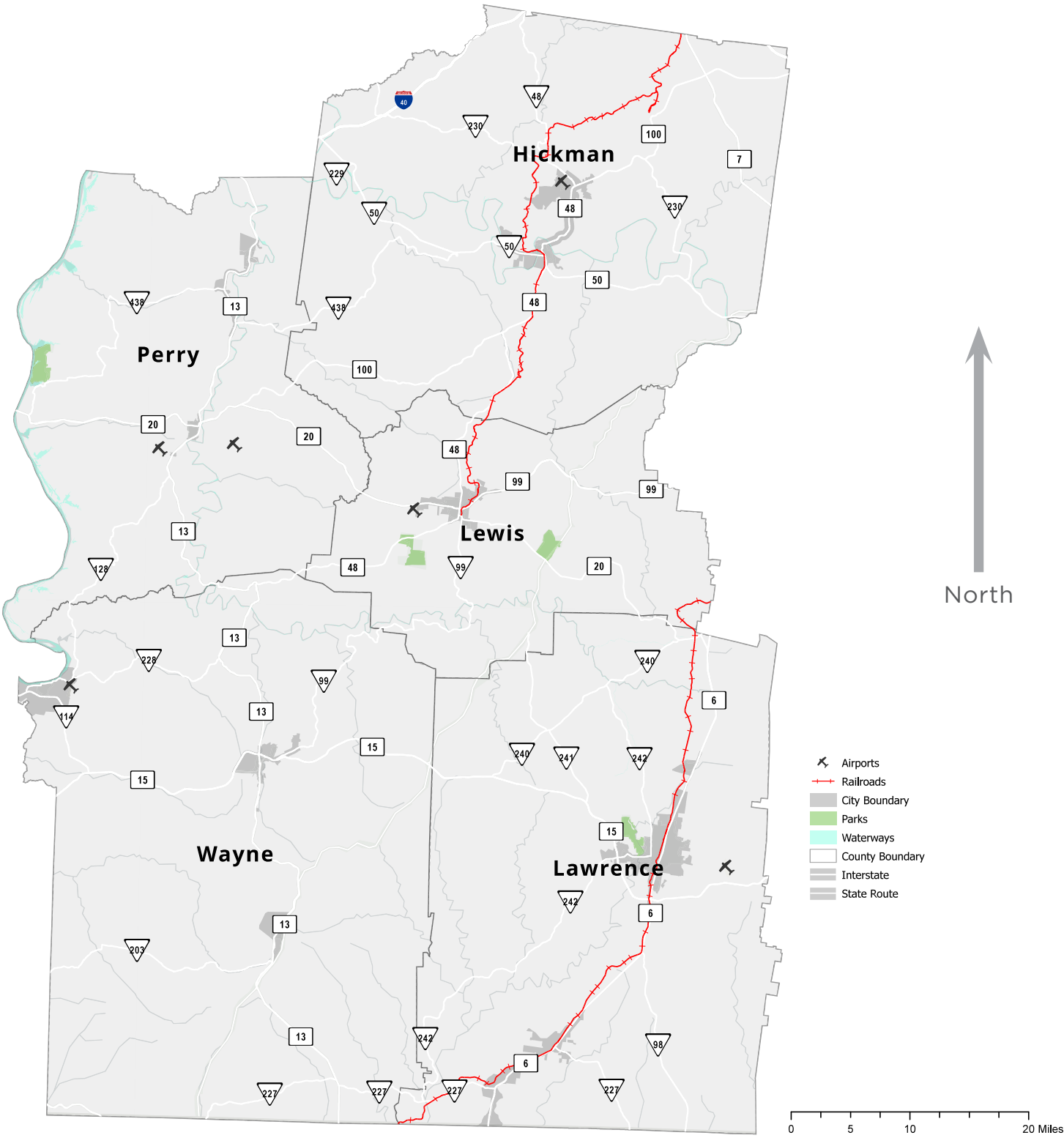
Two railroad companies are serving the South Central West RPO, South Central TN Railroad (SCTRR) and Tennessee Southern Railroad Company (TSRC). Proximity of the RPO to Davidson, Williamson, and Rutherford counties provide various employment options for the RPO residents. Most residents work in the counties they reside in however there is some commute between the counties and to the surrounding metropolitan areas.

Overall, state routes In South Central West have experienced more traffic increases than decreases in the past ten years pointing to population and job growth in the region. Only Wayne County experienced more traffic decreases in comparison to the other counties. Due to mostly lower-volume roads, there are no capacity issues in 2010 or forecasted for 2040. There are 3.7 miles of greenways in the South Central West RPO, solely located in Lewis County. Close to 70 percent of state routes in the RPO are classified "suitable" for bicycle travel due to design characteristics and traffic volumes.

The RPO is an organization that:

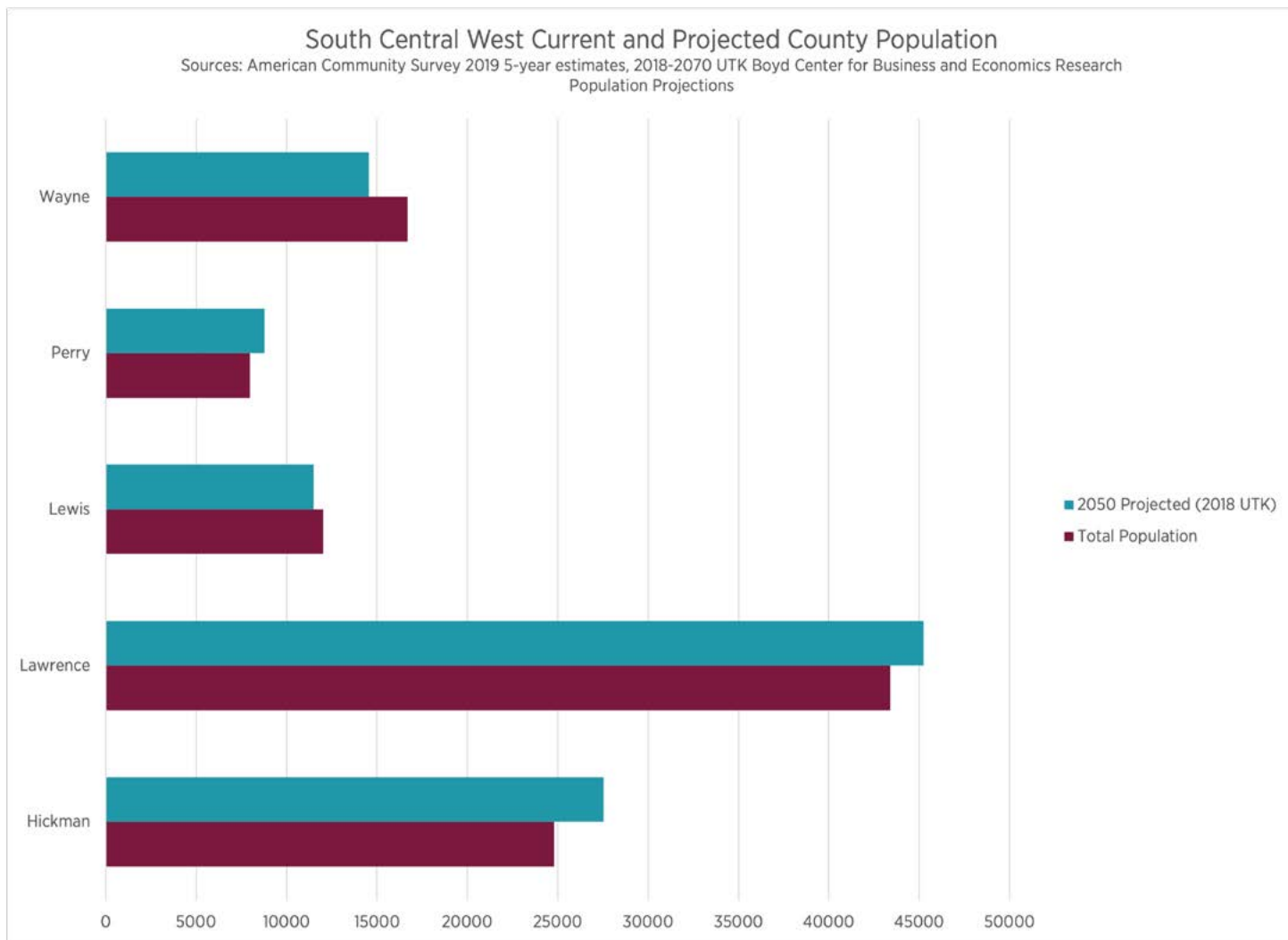
- Makes recommendations to TDOT regarding roadway projects to receive state and federal funding for planning, right-of-way acquisition, and construction.
- Assists TDOT in various transportation planning studies.
- Assists local governments in communications and inquires with TDOT.

OVERVIEW OF SOUTH CENTRAL WEST RPO



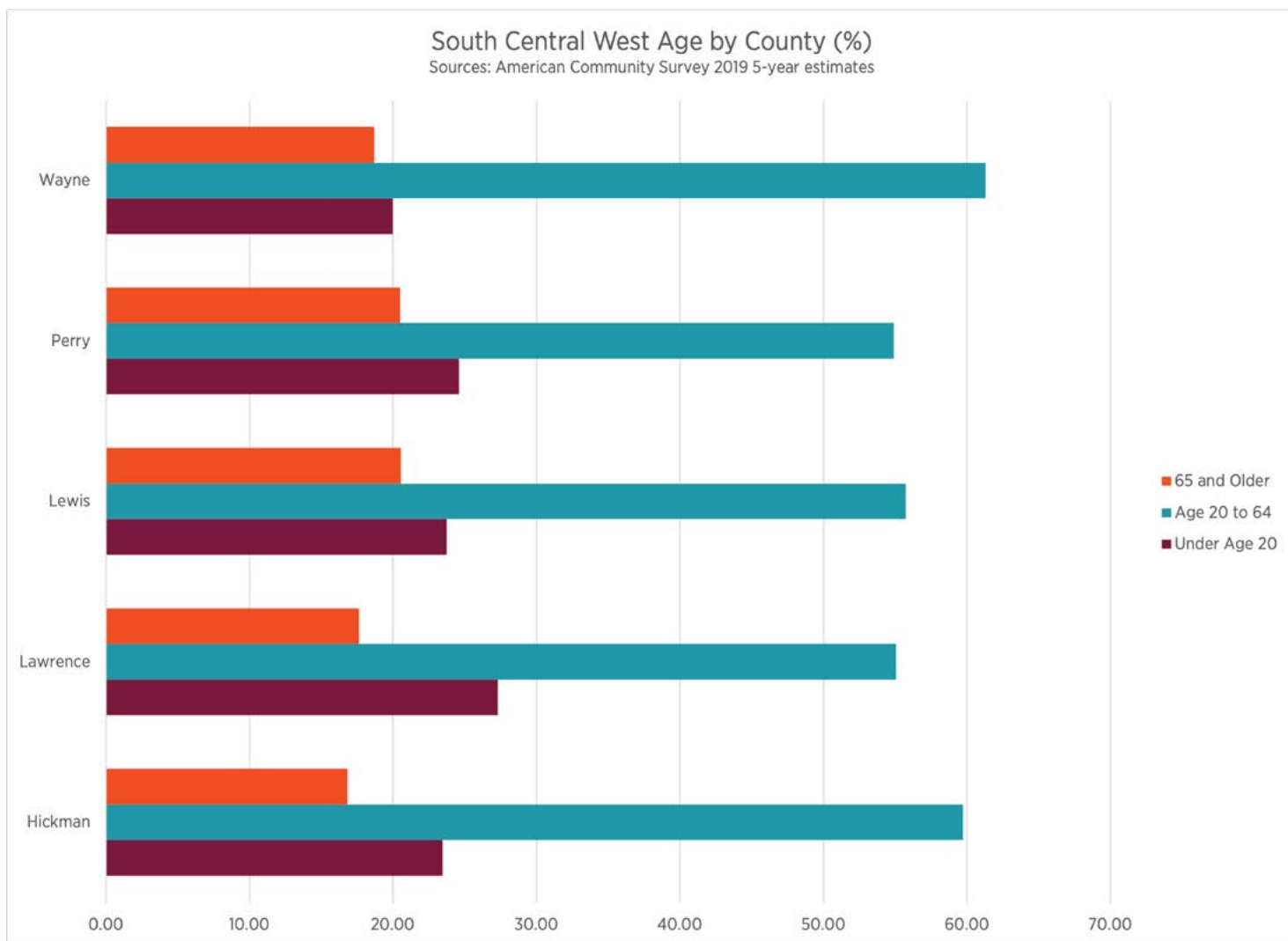
DEMOGRAPHICS

This section reviews the current and anticipated future demographics of the South Central West RPO. The analysis takes into consideration future projections for 2019 through 2050. These plans do evaluate minority and low-income populations in each county within the RPO, in addition to other demographic factors, including age, disability, educational attainment, employment, and income. All data collected for this section came from the University of Tennessee's Boyd Center for Business & Economics Research, as well as the U.S. Census Bureau.



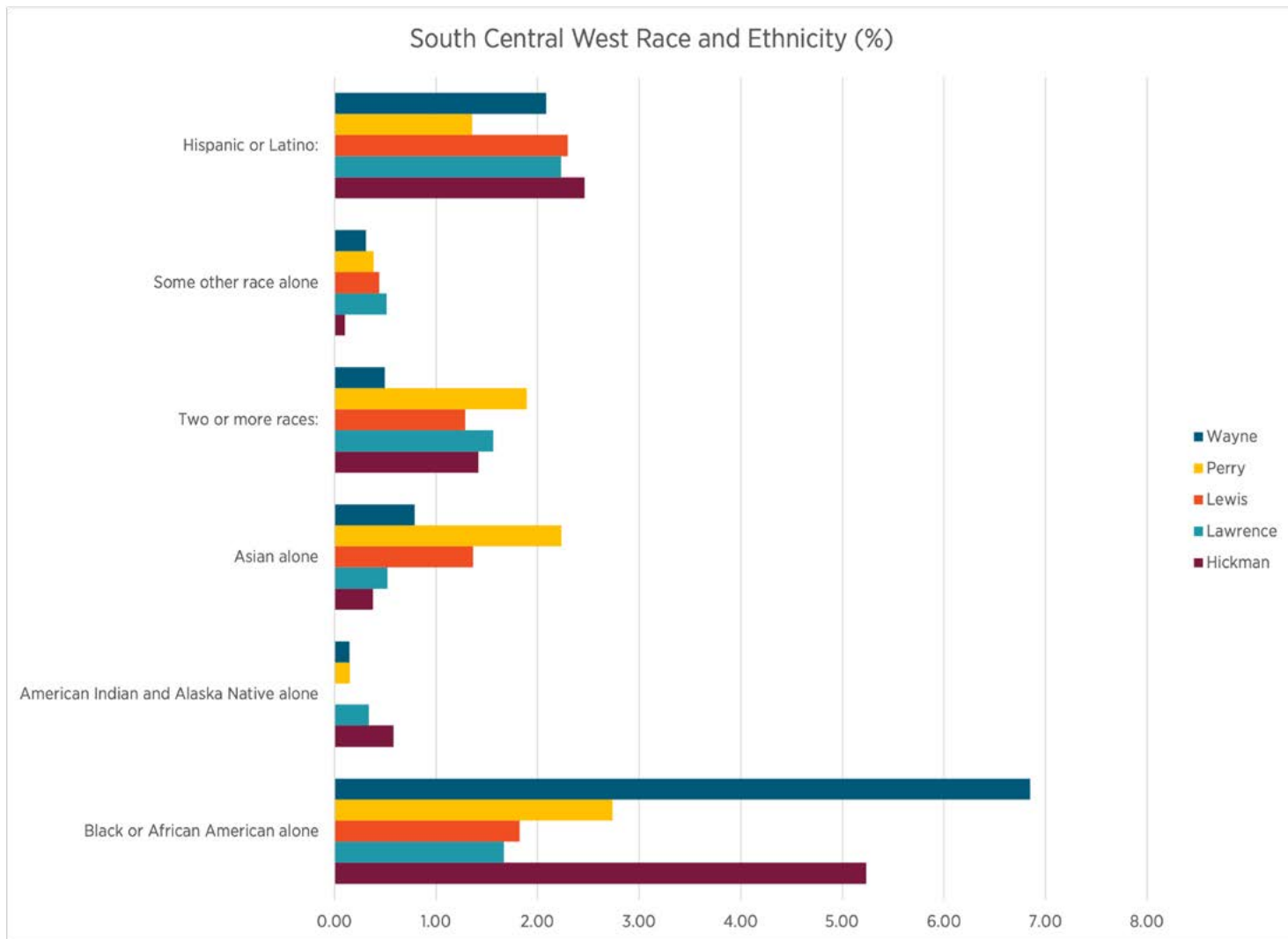
Population Trends

The population for the South Central West RPO is currently 104,885 and is projected to increase to 107,596 by the year 2050. This is a 2.6 percent growth in population. Relatively comparably, the State of Tennessee is expected to grow 22 percent by 2050. Lewis and Wayne County is anticipated to slightly decline in population however, the remaining three counties in the RPO are projected to increase in population, with the largest growth in Hickman, Lawrence, and Perry Counties.



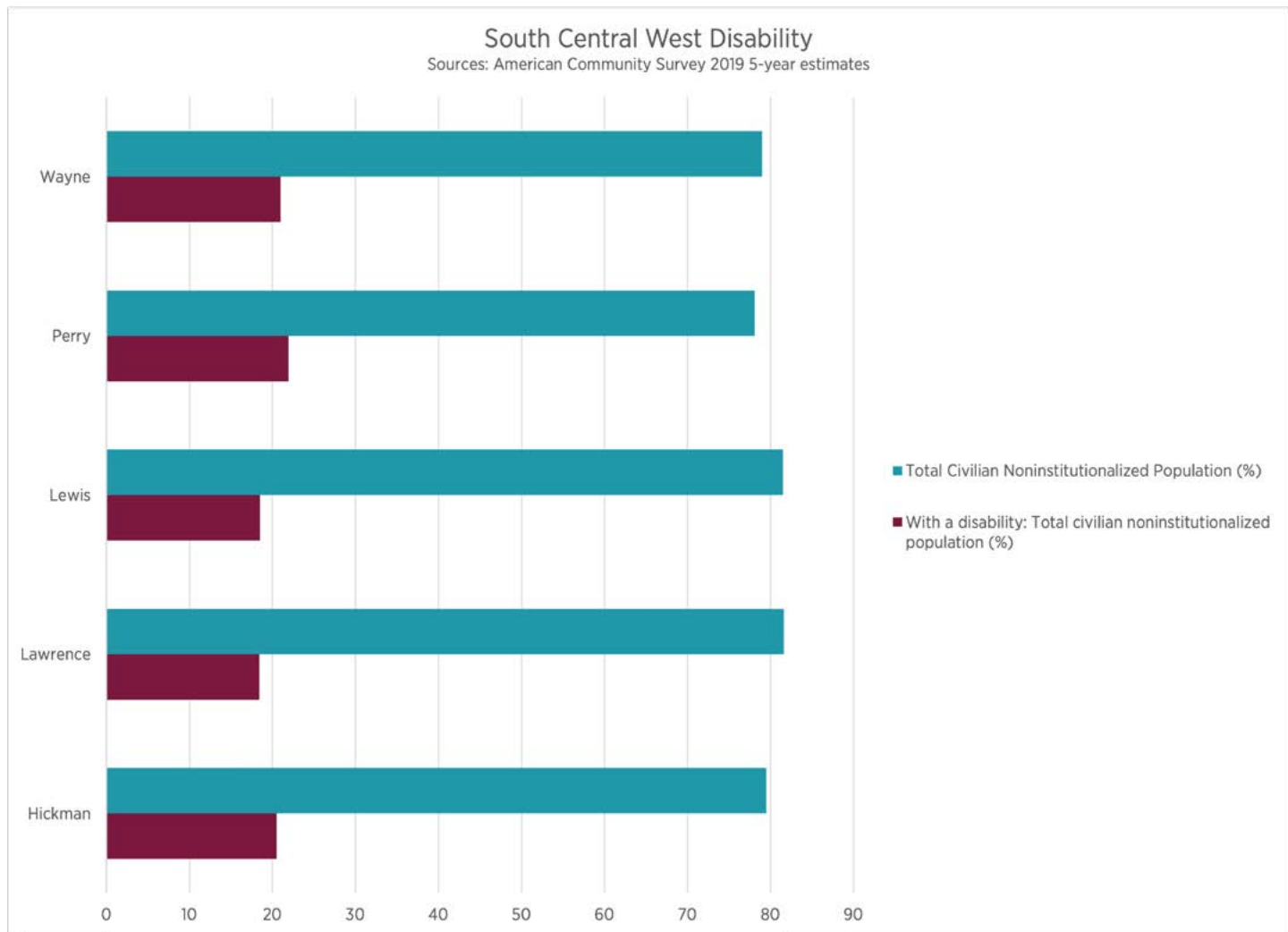
Age

The largest age group in both the United States, as well as in Tennessee, is ages 20 to 64-year olds. The state and national averages for population between the ages of 20 to 64 are 59 percent. The South Central West RPO is comparable to these state and national averages. Wayne and Hickman Counties has the highest proportion of 20 to 64-year olds, at 60 and 61 percent, while Perry, Lewis, and Lawrence have the least, averaging about 55 percent. Lewis and Perry Counties have the largest population over 65 in the RPO, with 21 percent of the county's overall population being over 65. The remaining three counties' aging population hovers approximately around 17 -19 percent. Although Wayne County has the highest proportions of 20 to 64-year olds, it has the smallest population under age 20. The other five counties have relatively comparable under 20 populations, ranging from 23 to 27 percent, with Lawrence County having the highest.



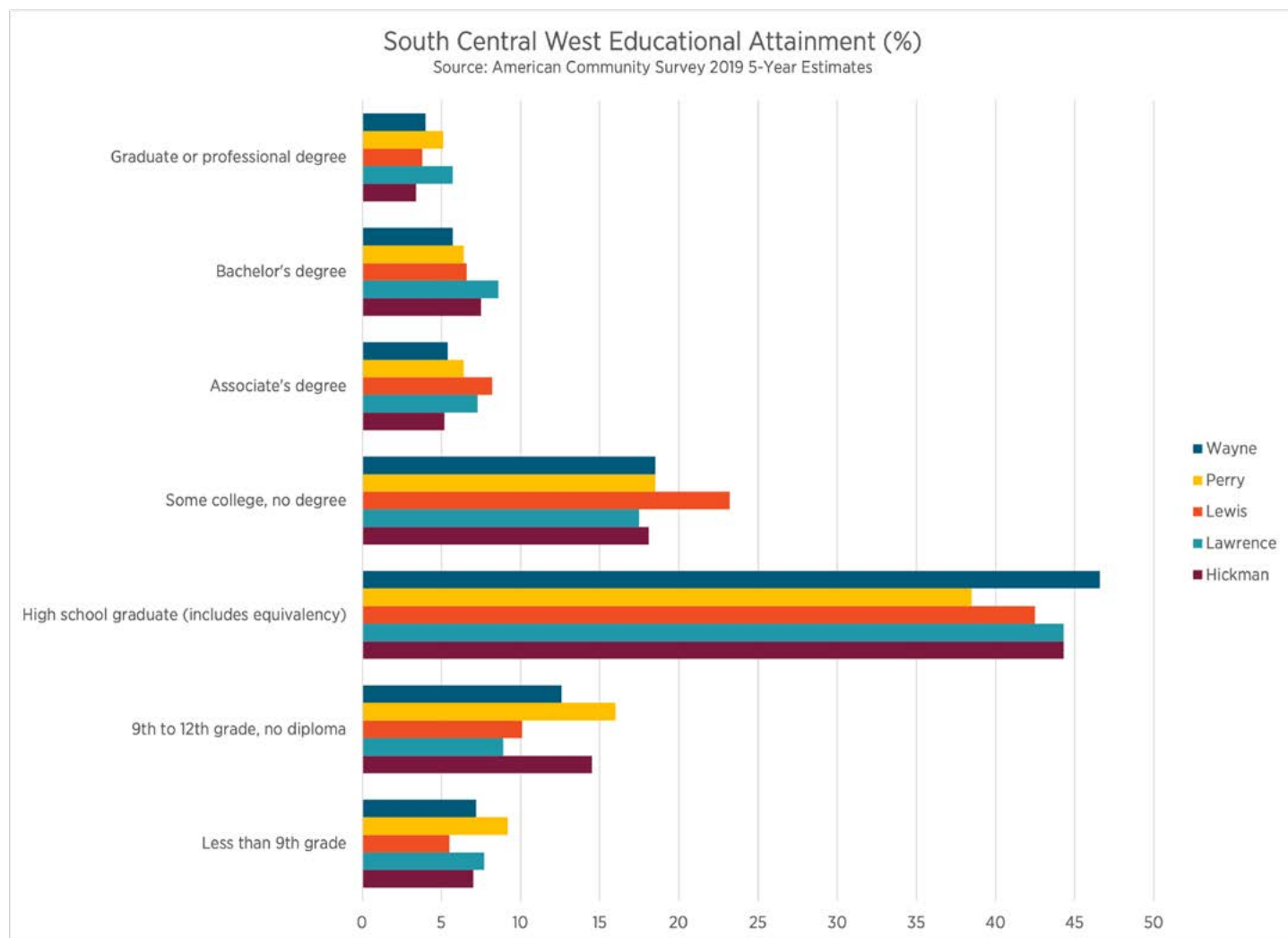
Race and Ethnicity

The Hispanic or Latino ethnic group makes up 5.4 percent of Tennessee, and nearly 18 percent of the nationwide total population. The South Central West RPO is predominately White, with Hickman County exhibiting the most racial diversity. Most counties in the RPO have African American populations making up approximately two percent (Lawrence County) to about seven percent (Wayne County) of the overall population. Perry County has the lowest Hispanic population at 1 percent, and the remaining counties has approximately 2 percent. The Asian population in all counties do not surpass 2 percent.



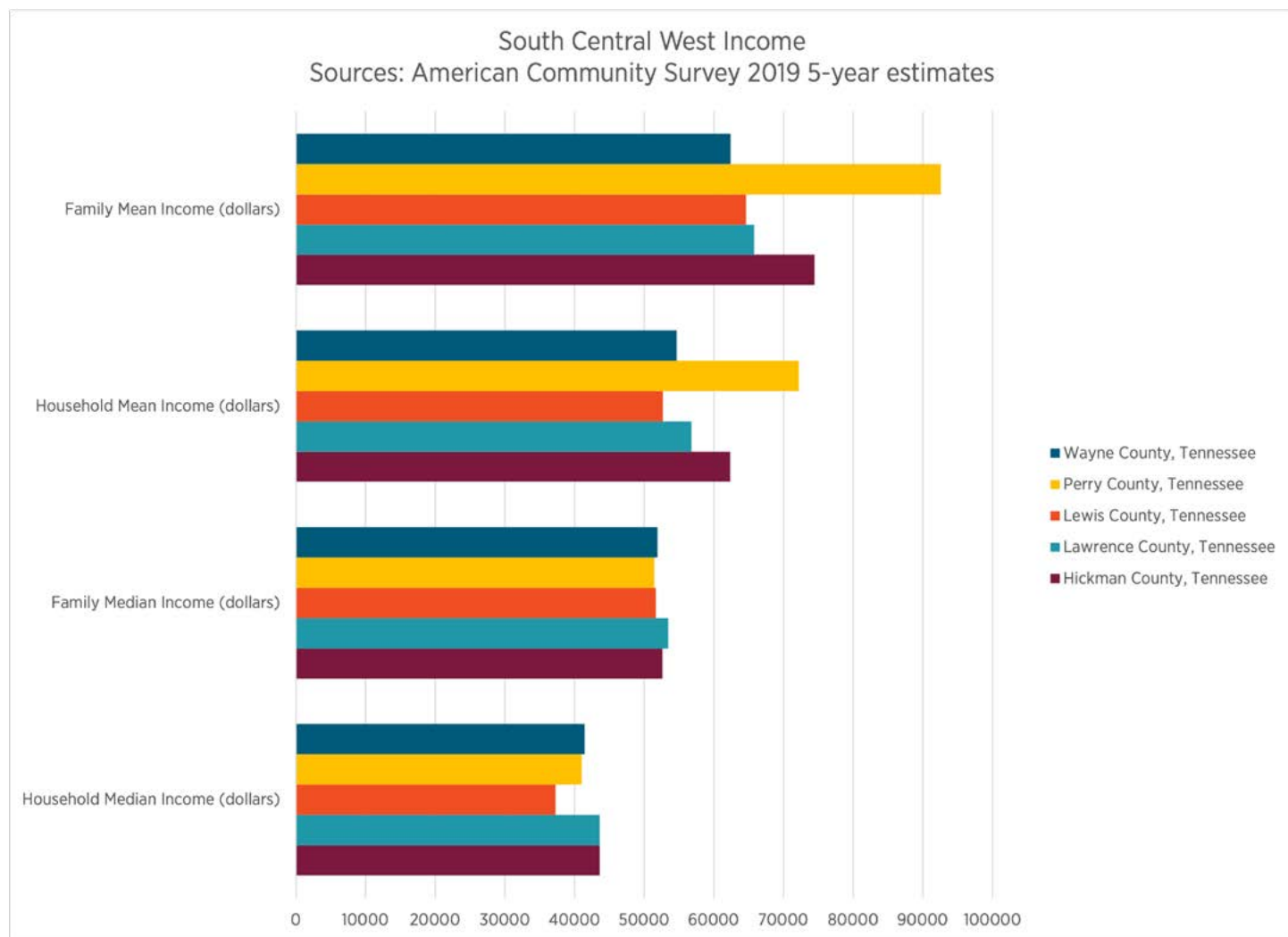
Disability

On average, 15 percent of Tennessee's population is disabled. The counties of the South Central West RPO generally have higher disability rates than those of Tennessee as a whole, ranging from 18 to 22 percent. Perry County with the highest 65+ population also has the highest disability rate in the RPO. Lawrence County has the lowest disability rate within the RPO and is about 3 percent higher than Tennessee's statewide average. All of the counties in the RPO experience an elevated disability rate, when compared with state and national averages.



Education

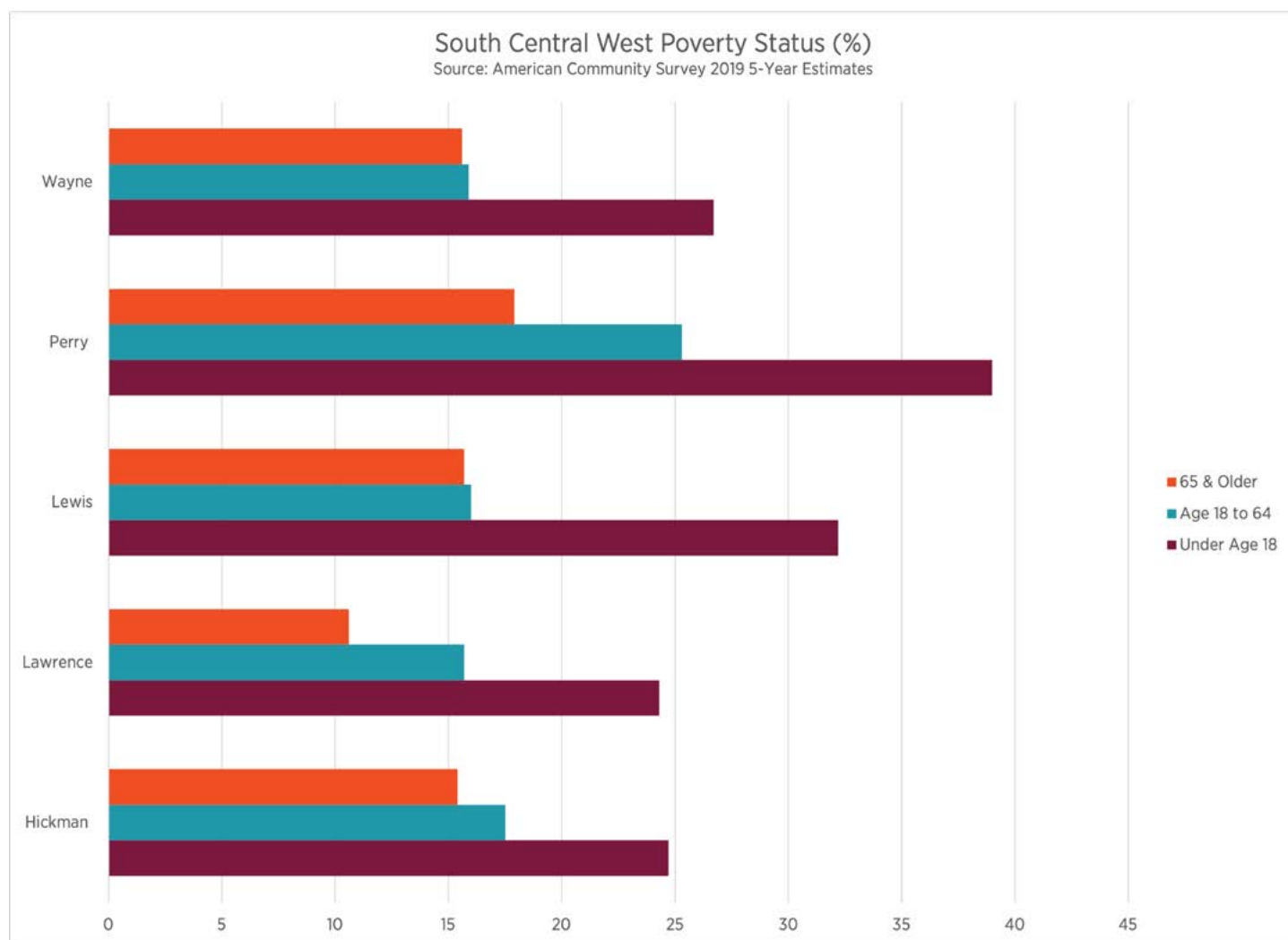
The state and national averages for high school graduation (attainment of traditional high school diploma or GED) are nearly 32 and 27 percent, respectively. These averages are substantially higher for each county within the South Central West RPO, as high school diploma/ GED attainment rates are between 39 and 47 percent. Higher education percentages for Associate's Degrees, Bachelor's Degrees, and Graduate or Professional Degrees, on the other hand, generally tend to be comparable or lower in each of these counties when compared to the state and national averages. Lewis County has the highest percentage of those with Associate's Degrees, at 8.2 percent. Lawrence County has the highest Bachelor's and Graduate or Professional Degree attainment rate, at 8.6 and 5.7 percent of the population. Although Wayne County has the highest high school graduation rate it has the lowest percentage of Bachelor and Graduate Degree attainment rate out of the counties.



Income

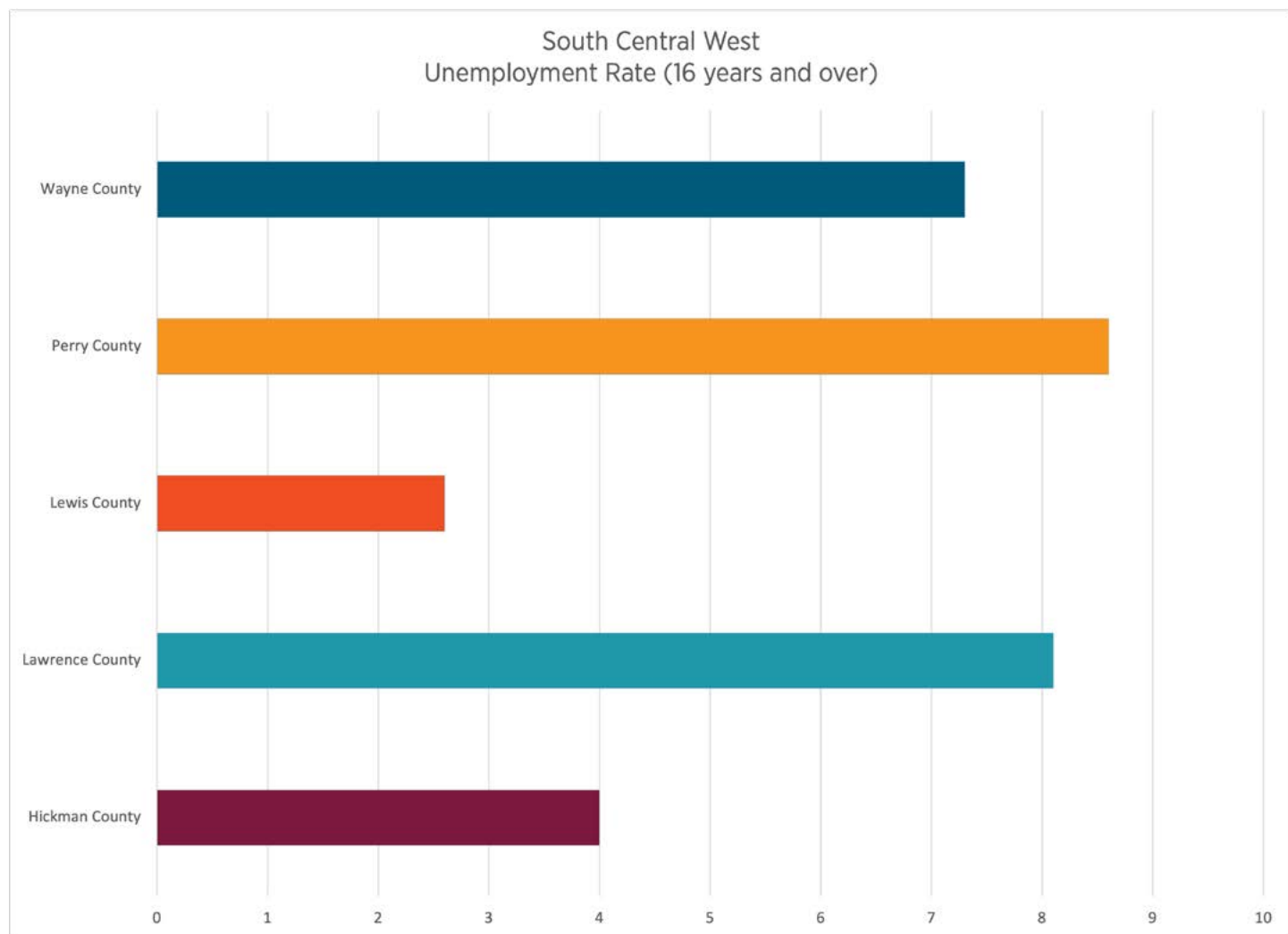
This section of the plan provides an overview of the income distribution within the South Central West RPO. It is important to note that “Household” and “Family” were both analyzed. A “Household”, as defined by the U.S. Census Bureau, may consist of all people who occupy a housing unit, regardless of relationship; a “Household” can also simply include an individual living alone. A “Family”, as defined by the U.S. Census Bureau, includes one or more people living in the same household, who are related by birth, marriage, or adoption. When discussing income, “Household” and “Family” are differentiated, to provide a more accurate depiction of the population’s income within the RPO.

Household Mean Income and Family Mean Income throughout the South Central West RPO are correlated. Lewis County has the lowest Household Mean Income, at \$52,710, while Wayne County has the lowest Family Mean Income at \$62,384. Although Perry County had the lowest high school graduation attainment rate it exhibits the highest Household and Family Mean Incomes, at \$72,210 and \$92,547, respectively. Tennessee’s Household Mean Income is \$74,750 and Family Mean Income is \$88,501. The national Household Mean Income is \$88,607, and the Family Mean Income is \$103,863. The South Central West RPO’s Household Mean Income is lower than the state’s average and Family Mean Income is higher than the state’s however, the national averages surpass both Household and Family Mean Income.



Poverty

Poverty is defined by measuring the following: family size of unrelated individuals; the cost of food, clothing, shelter, and utilities; family size and age of householder; Consumer Price Index (CPI) for all items; and gross income before taxes. If the income is below this defined poverty measure, then a family is considered to be living in poverty. The chart for the South Central West RPO is broken into three age groups: 1) Under 18; 2) Ages 18-64; and 3) 65+. This provides, respectively, an indication of the percentage of children living in poverty, percentage of working age group living in poverty, and percentage of elderly and aging populations living in poverty within the area. The largest population of those living in poverty is children. In each of the five counties, the percent of children living in poverty ranges from 24 to 39 percent. The state and national averages for those 18 and under living in poverty are 19.7 and 16.8 percent, respectively. Within the South Central West RPO, 16 to 25 percent of those ages 18 to 64 are living in poverty. For this same age group, the state average is 12.9 percent, and the national average is 11.5 percent. The state and national averages for those over 65 living in poverty are slightly above 9 percent, while in the South Central West RPO, these rates are between 11 and 18 percent.



Unemployment Rate

Unemployment is defined by the U.S. Census Bureau as “any civilian 16 years old and over who are either: not at a place of employment; actively looking for employment; and/or persons able to accept a job due to currently being unemployed”. Unemployment rates for both the State of Tennessee and the United States are 5.3%. Lewis County has the lowest unemployment rate (2.6 percent). Perry County has the highest unemployment rate (8.6 percent), followed by Lawrence County with 8.1 percent.

Demographic Summary

Demographic trends have implications on the transportation network within a region. Because the South Central West RPO’s population is projected to noticeably increase, there are several segments of the general population that should be given additional consideration when transportation decisions are being made. These groups within the South Central West RPO include low-income, disabled, and aging populations. Due to the Rural Regional Transportation Plan examining these communities at a regional level, specific communities and locations were not identified; however, it should be noted that these populations do live within these rural communities. These groups have historically needed better access to social services and other forms of assistance. They are also more dependent on fixed-route or demand-responsive transit in rural areas. From the analyses conducted, portions of the South Central West RPO have been determined to have elevated poverty and disability rates, compared to state and national averages. When making long range planning decisions with long-term implications, these populations should be considered significantly.



ECONOMY

Industries

The prevalence of industry and freight movement within a region impacts transportation decisions. Conversely, transportation decisions can positively or negatively affect industry growth and freight movement. Both areas influence each other in the following ways:

- Transportation infrastructure location decisions can steer industry growth and freight flow to certain geographical areas.
- Industry growth and increased freight flows can provide justification for additional transportation infrastructure capacity and/or alternative transportation locations.

The South Central West RPO has a solid base of industry in the region. The manufacturing industry is an important industry sector, but the natural resources and mining and trade and transportation industries also have a presence in two of the five counties. In fact, in four of the five counties, natural resources and mining industries have either the highest or the second highest average weekly wages.

Manufacturing is an important industry in the South Central West RPO. Of the five counties, all have manufacturing location quotients above the statewide number. Manufacturers typically are large freight movers and they need vital transportation arteries to move their goods in and out of their facilities.

Some of the major freight destinations within the South Central West RPO include:

- Agrana Fruit US (Hickman)
- Modine Manufacturing Company (Lawrence)
- Dura Automotive Systems (Lawrence)
- Nyx, LLC (Perry)
- Bates Rubber, Inc. (Perry)
- Oliver Fiberglass (Lewis)
- Oliver Technologies (Lewis)
- Hughes Hardwood International, Inc (Wayne)

In addition to these companies listed above, Lawrence County is home to the Old Order Amish community that supports a growing leisure and tourism industry of nearly 70 establishments in the area.

Economic Profiles

The Economic Profile Tables accompanying the maps display the following:

- Top three industries in the county and the numbers on the map correlate with the numbers in the Industry table
- Top County Employers
- Average Weekly Wages
- Major Industries within each county
- Employment location quotient ((LQ) quantifies how concentrated a particular industry, cluster, occupation, or demographic group is in a region as compared to the nation.

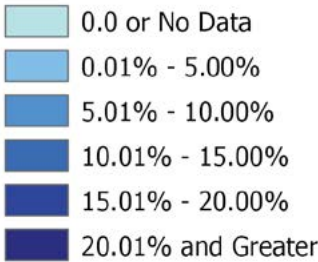
HICKMAN COUNTY ECONOMIC PROFILE

HIGHEST % OF RESIDENTS WORKING IN
MANUFACTURING: HICKMAN

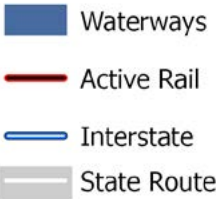
Block Group Rank	% of Residents
1	35.88%
2	31.08%
3	22.29%

Highest Percent of Residents Working in Manufacturing Source: American Community Survey, U.S. Census Bureau, 2019 5-year estimates

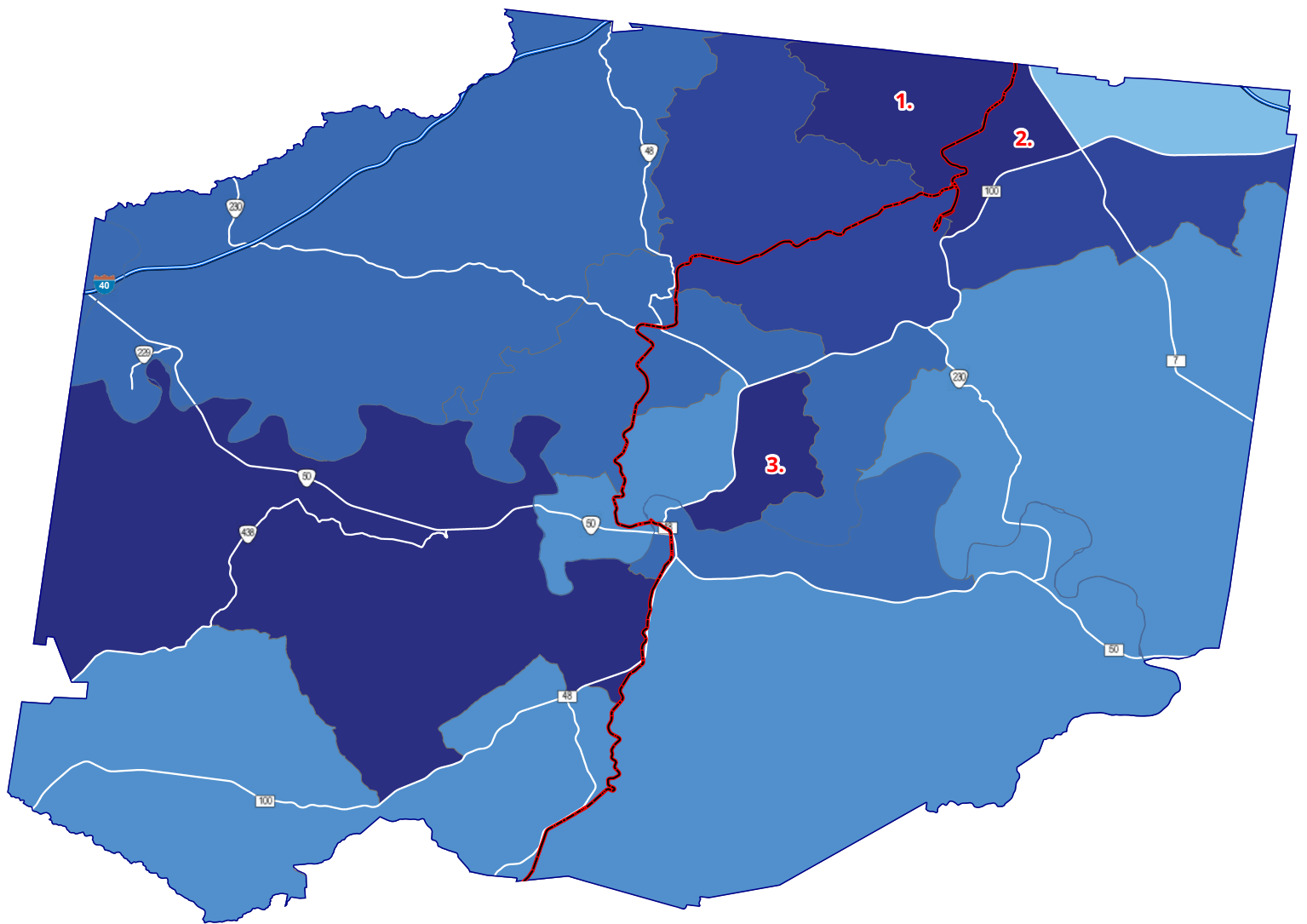
Percent of Residents in
Manufacturing by Block Group



Legend



Sources, following page:
Top County Employers Source: Infogroup 2020
Average Weekly Wages Source: Quarterly Census of Employment and Wages (QCEW), Bureau of Labor Statistics, 2020 Q2
Establishments Source: Quarterly Census of Employment and Wages (QCEW), Bureau of Labor Statistics, 2020 Q2
Major Industries Source: Quarterly Census of Employment and Wages (QCEW), Bureau of Labor Statistics, 2020 Q2
Employment Last Quarter Source: Quarterly Census of Employment and Wages (QCEW), Bureau of Labor Statistics, 2020 Q2



0 5 10 Miles



HICKMAN COUNTY ECONOMIC PROFILE

TOP COUNTY EMPLOYERS: HICKMAN

<i>Employer</i>	<i>Est. Employees</i>
Hickman County Schools	500
Turney Center	330
The Ranch	300
Hickman County Government	150
Life Care Center of Centerville	120
Hickman Hospital (St. Thomas)	100
Accurate Energetic Systems, LLC	72
Sole Supports, Inc.	70
Agrana Fruit US	60
McDonald's	45

MAJOR INDUSTRY: HICKMAN

<i>Major Industry</i>	<i>% of TQW</i>
Education and Health Services	27.93%
Manufacturing	20.38

EMPLOYMENT LQ: HICKMAN

<i>Top 3</i>	<i>Industry</i>	<i>LQ</i>
1	Manufacturing	1.51
2	Construction	1.27
3	Education and Health Services	0.98

AVERAGE WEEKLY WAGES: HICKMAN

<i>County Rank</i>	<i>Industry</i>	<i>Av. Weekly Wage</i>
1	Natural Resources and Mining	\$1,049
2	Education and Health Services	\$915
3	Construction	\$834
4	Trade, Transportation, and Utilities	\$817
5	Manufacturing	\$781

ESTABLISHMENTS: HICKMAN

<i>County Rank</i>	<i>Industry</i>	<i>Total</i>
1	Trade, Transportation, and Utilities	80
2	Construction	48
3	Education and Health Services	42
6	Manufacturing	27
10	Natural Resources and Mining	4



← 1 MILE LOOP →

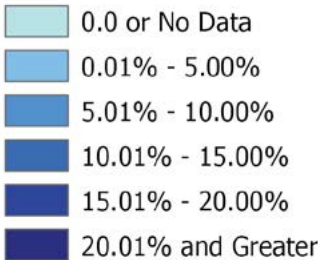
LAWRENCE COUNTY ECONOMIC PROFILE

HIGHEST % OF RESIDENTS WORKING IN
MANUFACTURING: LAWRENCE

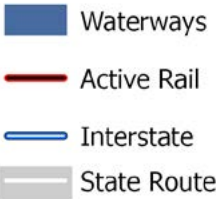
Block Group Rank	% of Residents
1	45.34%
2	33.45%
3	33.28%

Highest Percent of Residents Working in Manufacturing Source: American Community Survey, U.S. Census Bureau, 2019 5-year estimates

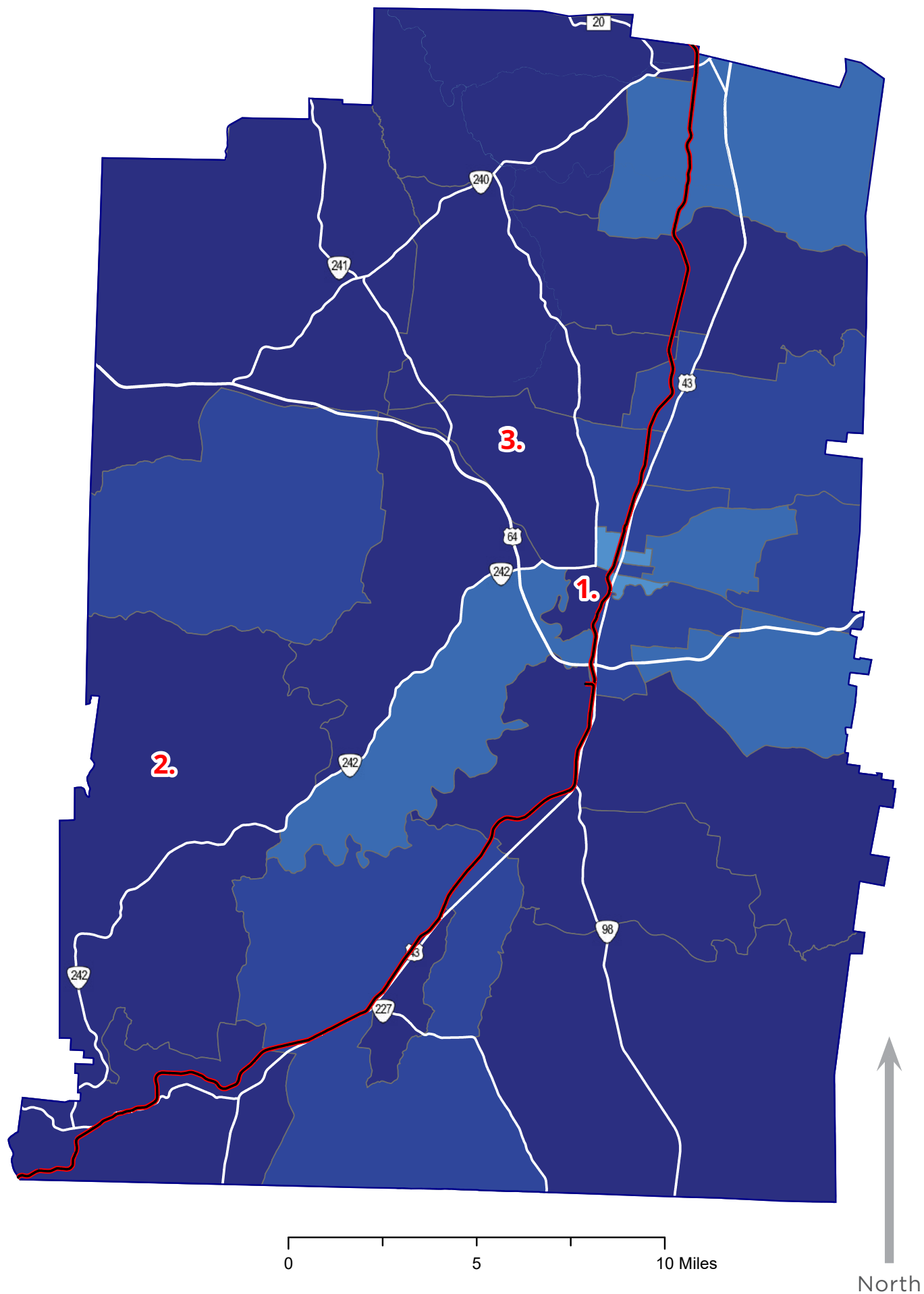
Percent of Residents in
Manufacturing
by Block Group



Legend



Sources, following page:
Top County Employers Source: Infogroup 2020
Average Weekly Wages Source: Quarterly Census of Employment and Wages (QCEW), Bureau of Labor Statistics, 2020 Q2
Establishments Source: Quarterly Census of Employment and Wages (QCEW), Bureau of Labor Statistics, 2020 Q2
Major Industries Source: Quarterly Census of Employment and Wages (QCEW), Bureau of Labor Statistics, 2020 Q2
Employment Last Quarter Source: Quarterly Census of Employment and Wages (QCEW), Bureau of Labor Statistics, 2020 Q2



LAWRENCE COUNTY ECONOMIC PROFILE

TOP COUNTY EMPLOYERS: LAWRENCE

<i>Employer</i>	<i>Est. Employees</i>
Lawrence County Board of Education	1,100
Modine Manufacturing Company	350
Wal-Mart Stores, Inc.	300
Lawrence County Government	300
Crockett Hospital	272
Graphic Packaging International	252
South East Carriers, Inc.	250
Dura Automotive Systems	200
Assurance Operations Corporation	150
City of Lawrenceburg	130

MAJOR INDUSTRY: LAWRENCE

<i>Major Industry</i>	<i>% of TQW</i>
Trade, Transportation, and Utilities	30.85%
Manufacturing	27.26%

EMPLOYMENT LQ: LAWRENCE

<i>Top 3</i>	<i>Industry</i>	<i>LQ</i>
1	Manufacturing	2.07
2	Trade, Transportation, and Utilities	1.37
3	Leisure and Hospitality	1.17

AVERAGE WEEKLY WAGES: LAWRENCE

<i>County Rank</i>	<i>Industry</i>	<i>Av. Weekly Wage</i>
1	Construction	\$861
2	Natural Resources and Mining	\$860
3	Manufacturing	\$821
4	Financial Activities	\$794
8	Trade, Transportation, and Utilities	\$653

ESTABLISHMENTS: LAWRENCE

<i>County Rank</i>	<i>Industry</i>	<i>Total</i>
1	Trade, Transportation, and Utilities	230
2	Education and Health Services	92
3	Leisure and Hospitality	69
5	Manufacturing	64
9	Natural Resources and Mining	13



FRIED PIES
BUTTER
PEANUT BRITTLE
CANDY
PUPPIES
JAMS & JELLIES

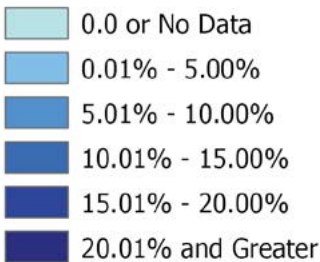
LEWIS COUNTY ECONOMIC PROFILE

HIGHEST % OF RESIDENTS WORKING IN
MANUFACTURING: LEWIS

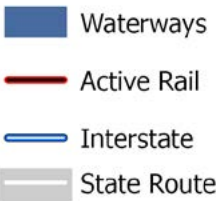
Block Group Rank	% of Residents
1	29.06%
2	24.32%
3	15.18%

Highest Percent of Residents Working in Manufacturing Source: American Community Survey, U.S. Census Bureau, 2019 5-year estimates

Percent of Residents in
Manufacturing
by Block Group



Legend



Sources, following page:

Top County Employers Source: Infogroup 2020

Average Weekly Wages Source: Quarterly Census of Employment and Wages (QCEW), Bureau of Labor Statistics, 2020 Q2

Establishments Source: Quarterly Census of Employment and Wages (QCEW), Bureau of Labor Statistics, 2020 Q2

Major Industries Source: Quarterly Census of Employment and Wages (QCEW), Bureau of Labor Statistics, 2020 Q2

Employment Last Quarter Source: Quarterly Census of Employment and Wages (QCEW), Bureau of Labor Statistics, 2020 Q2

LEWIS COUNTY ECONOMIC PROFILE

TOP COUNTY EMPLOYERS: LEWIS

<i>Employer</i>	<i>Est. Employees</i>
Lewis County School System	300
Oliver Fiberglass	175
Wal-Mart Stores, Inc.	170
Buffalo Valley, Inc.	119
City of Hohenwald	105
Lewis County Manor, Inc.	100
County of Lewis	85
Oliver Technologies	75
D&L Homecare Inc.	50
Tennessee Colleges of Applied Technology	30

MAJOR INDUSTRY: LEWIS

<i>Major Industry</i>	<i>% of TQW</i>
Trade, Transportation, and Utilities	28.74%
Manufacturing	21.45%

EMPLOYMENT LQ: LEWIS

<i>Top 3</i>	<i>Industry</i>	<i>LQ</i>
1	Manufacturing	1.91
2	Leisure and Hospitality	1.25
3	Trade, Transportation, and Utilities	1.08

AVERAGE WEEKLY WAGES: LEWIS

<i>County Rank</i>	<i>Industry</i>	<i>Av. Weekly Wage</i>
1	Other Services	\$927
2	Construction	\$757
5	Natural Resources and Mining	\$658
6	Trade, Transportation, and Utilities	\$655
9	Manufacturing	\$595

ESTABLISHMENTS: LEWIS

<i>County Rank</i>	<i>Industry</i>	<i>Total</i>
1	Trade, Transportation, and Utilities	56
2	Education and Health Services	27
3	Professional and Business Services	24
4	Manufacturing	23
9	Natural Resources and Mining	6



LEWIS COUNTY MUSEUM

Natural History

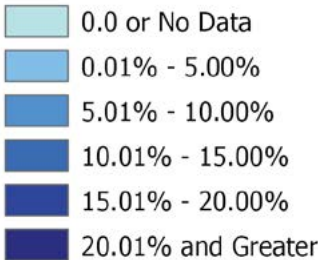
PERRY COUNTY ECONOMIC PROFILE

HIGHEST % OF RESIDENTS WORKING IN
MANUFACTURING: PERRY

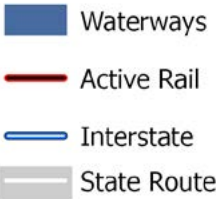
Block Group Rank	% of Residents
1	24.21%
2	24.20%
3	21.47%

Highest Percent of Residents Working in Manufacturing Source: American Community Survey, U.S. Census Bureau, 2019 5-year estimates

Percent of Residents in
Manufacturing
by Block Group



Legend



Sources, following page:

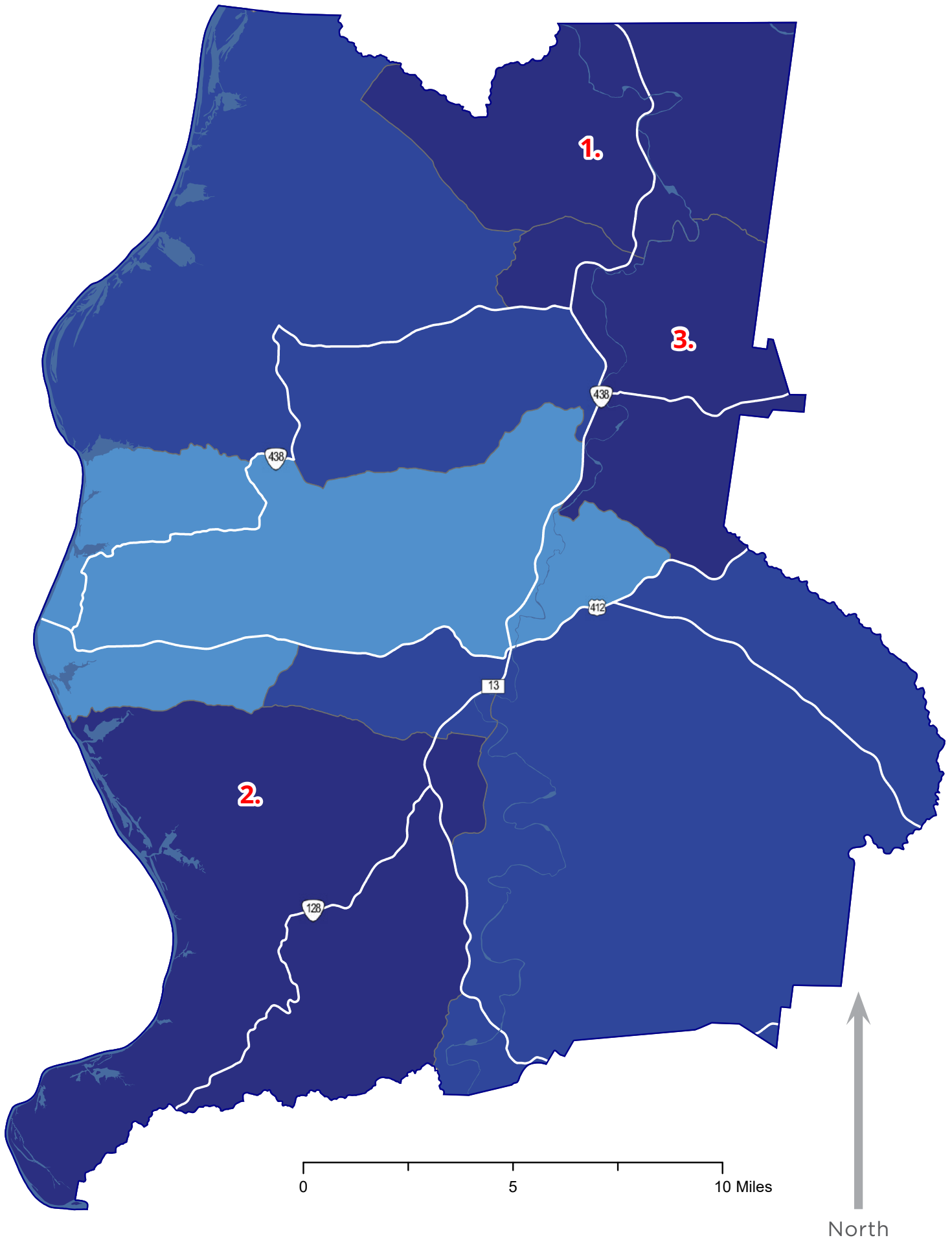
Top County Employers Source: Infogroup 2020

Average Weekly Wages Source: Quarterly Census of Employment and Wages (QCEW), Bureau of Labor Statistics, 2020 Q2

Establishments Source: Quarterly Census of Employment and Wages (QCEW), Bureau of Labor Statistics, 2020 Q2

Major Industries Source: Quarterly Census of Employment and Wages (QCEW), Bureau of Labor Statistics, 2020 Q2

Employment Last Quarter Source: Quarterly Census of Employment and Wages (QCEW), Bureau of Labor Statistics, 2020 Q2



PERRY COUNTY ECONOMIC PROFILE

TOP COUNTY EMPLOYERS: PERRY

<i>Employer</i>	<i>Est. Employees</i>
Nyx, LLC	300
Perry County School District	250
Bates Rubber, Inc.	225
Perry Community Hospital, LLC	104
Buffalo River Health Care, LLC	100

MAJOR INDUSTRY: PERRY

<i>Major Industry</i>	<i>% of TQW</i>
Education and Health Services	34.54%
Manufacturing	23.95%

EMPLOYMENT LQ: PERRY

<i>Top 3</i>	<i>Industry</i>	<i>LQ</i>
1	Manufacturing	3.03
2	Natural Resources and Mining	2.47
3	Education and Health Services	1.12

AVERAGE WEEKLY WAGES: PERRY

<i>County Rank</i>	<i>Industry</i>	<i>Av. Weekly Wage</i>
1	Financial Activities	\$854
2	Natural Resources and Mining	\$835
3	Education and Health Services	\$776
5	Manufacturing	\$638
8	Trade, Transportation, and Utilities	\$531

ESTABLISHMENTS: PERRY

<i>County Rank</i>	<i>Industry</i>	<i>Total</i>
1	Trade, Transportation, and Utilities	37
2	Education and Health Services	13
3	Professional and Business Services	11
4	Manufacturing	9
8	Natural Resources and Mining	5



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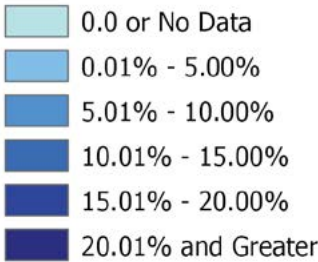
WAYNE COUNTY ECONOMIC PROFILE

HIGHEST % OF RESIDENTS WORKING IN
MANUFACTURING: WAYNE

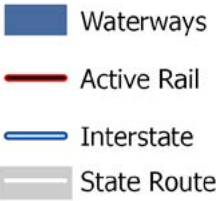
Block Group Rank	% of Residents
1	27.18%
2	22.06%
3	21.43%

Highest Percent of Residents Working in Manufacturing Source: American Community Survey, U.S. Census Bureau, 2019 5-year estimates

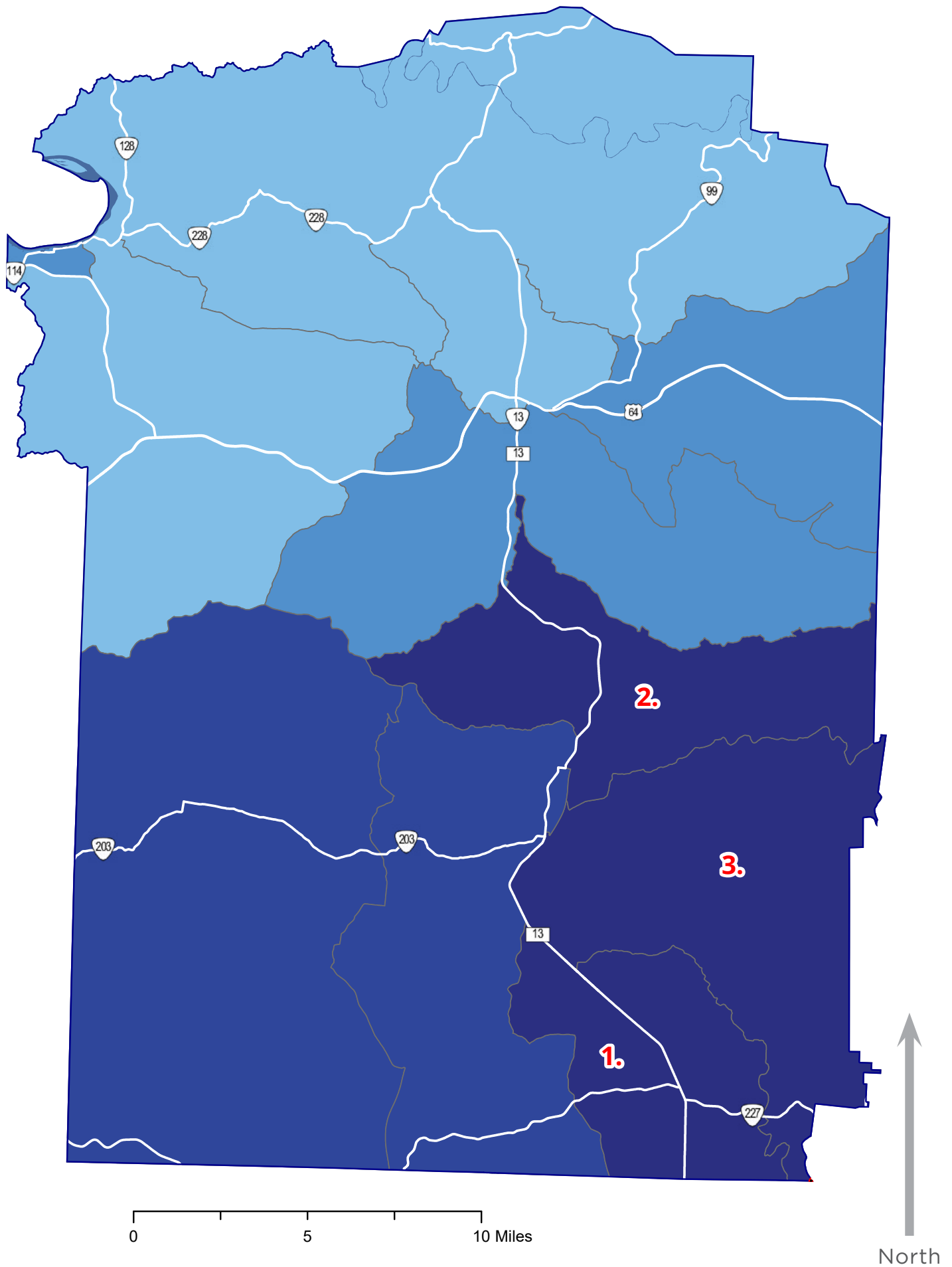
Percent of Residents in
Manufacturing
by Block Group



Legend



Sources, following page:
Top County Employers Source: Infogroup 2020
Average Weekly Wages Source: Quarterly Census of Employment and Wages (QCEW), Bureau of Labor Statistics, 2020 Q2
Establishments Source: Quarterly Census of Employment and Wages (QCEW), Bureau of Labor Statistics, 2020 Q2
Major Industries Source: Quarterly Census of Employment and Wages (QCEW), Bureau of Labor Statistics, 2020 Q2
Employment Last Quarter Source: Quarterly Census of Employment and Wages (QCEW), Bureau of Labor Statistics, 2020 Q2



WAYNE COUNTY ECONOMIC PROFILE

TOP COUNTY EMPLOYERS: WAYNE

<i>Employer</i>	<i>Est. Employees</i>
South Central Correctional Facility	416
Wayne County Board of Education	215
Wayne Medical Center	180
Wayne County Government	150
Hughes Hardwood International, Inc	120

MAJOR INDUSTRY: WAYNE

<i>Major Industry</i>	<i>% of TQW</i>
Education and Health Services	35.30%
Manufacturing	13.99%

EMPLOYMENT LQ: WAYNE

<i>Top 3</i>	<i>Industry</i>	<i>LQ</i>
1	Natural Resources and Mining	2.51
2	Education and Health Services	1.38
3	Manufacturing	1.18

AVERAGE WEEKLY WAGES: WAYNE

<i>County Rank</i>	<i>Industry</i>	<i>Av. Weekly Wage</i>
1	Professional and business services	\$982
2	Natural Resources and Mining	\$901
3	Financial Activities	\$881
5	Manufacturing	\$690
7	Trade, Transportation, and Utilities	\$495

ESTABLISHMENTS: WAYNE

<i>County Rank</i>	<i>Industry</i>	<i>Total</i>
1	Trade, Transportation, and Utilities	60
2	Education and Health Services	40
3	Financial Activities	23
4	Manufacturing	20
8	Natural Resources and Mining	10



LAND USE

A crucial element to transportation planning is the need for coordination among city, county, and regional organizations. These collaborations should address land use, transportation, and economic development. Rural counties throughout the state of Tennessee are working to maintain current economic conditions, while seeking new and diverse economic development opportunities. While pursuing diversified economic development opportunities it is essential that the rural characters within these communities are simultaneously preserved.

Existing Land Use

The land use in the South Central West RPO is predominantly agricultural, followed by commercial uses and residential. Agricultural lands make up a large percentage - 84.0 percent - of land uses across the RPO. Residential land uses are 11.1 percent of the total land uses. More residential, industrial, and commercial office uses occur near existing towns. Areas experiencing growth and the locations of activity centers vary throughout the region.

Hickman County is experiencing growth in the northern portion of the county. Centerville would like to see more development downtown in the future. In Hickman County, 73.3 percent of land uses are agriculture, which is the lowest percentage compared to the other counties in the RPO. A high portion of land uses in Hickman County are residential (24.8 percent). Most of the residential development takes place in Centerville and the northern parts of the county. Clusters of commercial development are dispersed throughout the county.

Lawrence County is building a new High School and desires industrial growth within the county. Lawrence County's land uses are 83.6 percent agricultural. Much smaller percentages are residential, public lands and commercial/office. There are industrial areas north and south of Lawrenceburg. A large commercial cluster is located north of St. Joseph. In the northwest of the county is a large public/semi-public lands area, which is the Laurel Hill Wildlife Management Area.

Lewis County is experiencing growth along US-412 (SR 99) and residential growth is occurring throughout Hohenwald. Residential land uses are 7.2 percent of the county's total land uses. The majority of land uses are agricultural (83.8 percent). In the north of Hohenwald is a large area with industrial land uses.

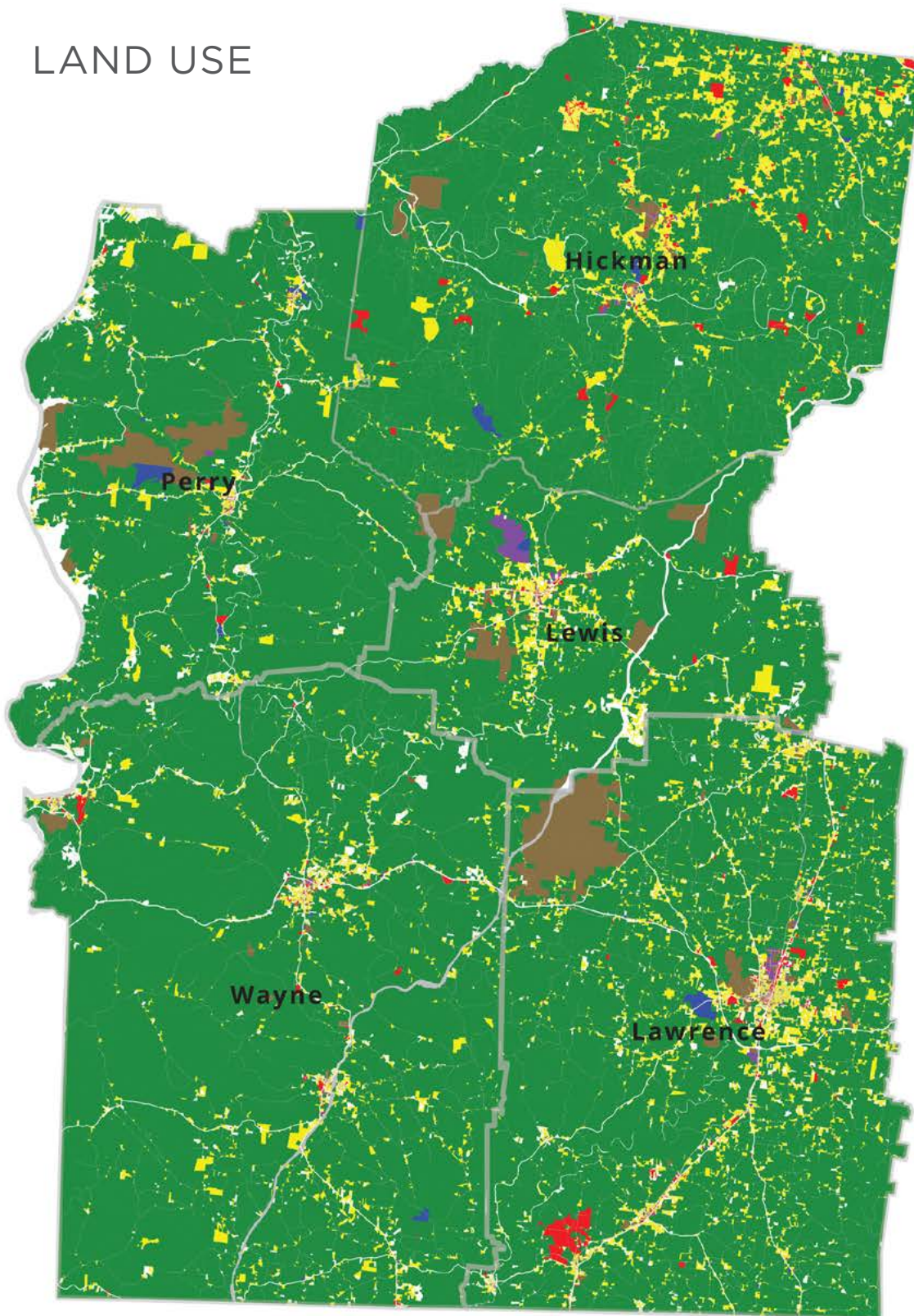
Perry County is experiencing growth in its industrial park area. While the towns of Linden and Lobelville are growing residentially. Residential land uses account for 4.5 percent of the total land uses. A large acreage of Perry County consists of agricultural land uses (88.7 percent). The city of Linden has a larger area with community service land uses. Public and semi-public lands are also mostly in and around the city of Linden.

Wayne County has mostly agricultural land uses. About 93.5 percent of land uses are agricultural. This is followed by 3.8 percent of residential land uses. Wayne County has the smallest acreage of industrial land uses compared to the other counties in the RPO. Near the city of Clifton is a commercial area.

SOUTH CENTRAL WEST LAND USE (LISTED IN ACRES)

<i>County</i>	<i>Agriculture</i>	<i>Commercial/ Office</i>	<i>Industrial</i>	<i>Residential</i>	<i>Public Land</i>	<i>Vacant</i>	<i>County Total (mi2)</i>
Hickman	373,707.44	4,545.23	256.68	126,634.14	4,546.16	n/a	509,689.65
Lawrence	322,520.47	4,835.07	594.48	29,675.56	17,975.87	10,269.71	385,871.15
Lewis	146,749.31	819.32	1,893.47	12,567.99	7,423.68	5,601.71	175,055.47
Perry	228,894.68	598.66	124.25	11,633.71	10,552.18	6,205.45	258,008.93
Wayne	430,441.35	1,202.45	74.87	17,888.21	1,973.50	8,931.69	460,512.07
Total	1,502,313.24	12,000.73	2,943.75	198,399.61	42,471.39	31,008.55	1,789,137.27

LAND USE



0 5 10 20 Miles

North

Land Use

- Agricultural/Timber
- Commercial
- Community Services
- Industrial
- Public/semipublic
- Residential
- Transportation Polygon Features
- Unclassed/Unavailable/Uncoded
- Vacant
- Water Polygon Features
- Interstate
- State Route

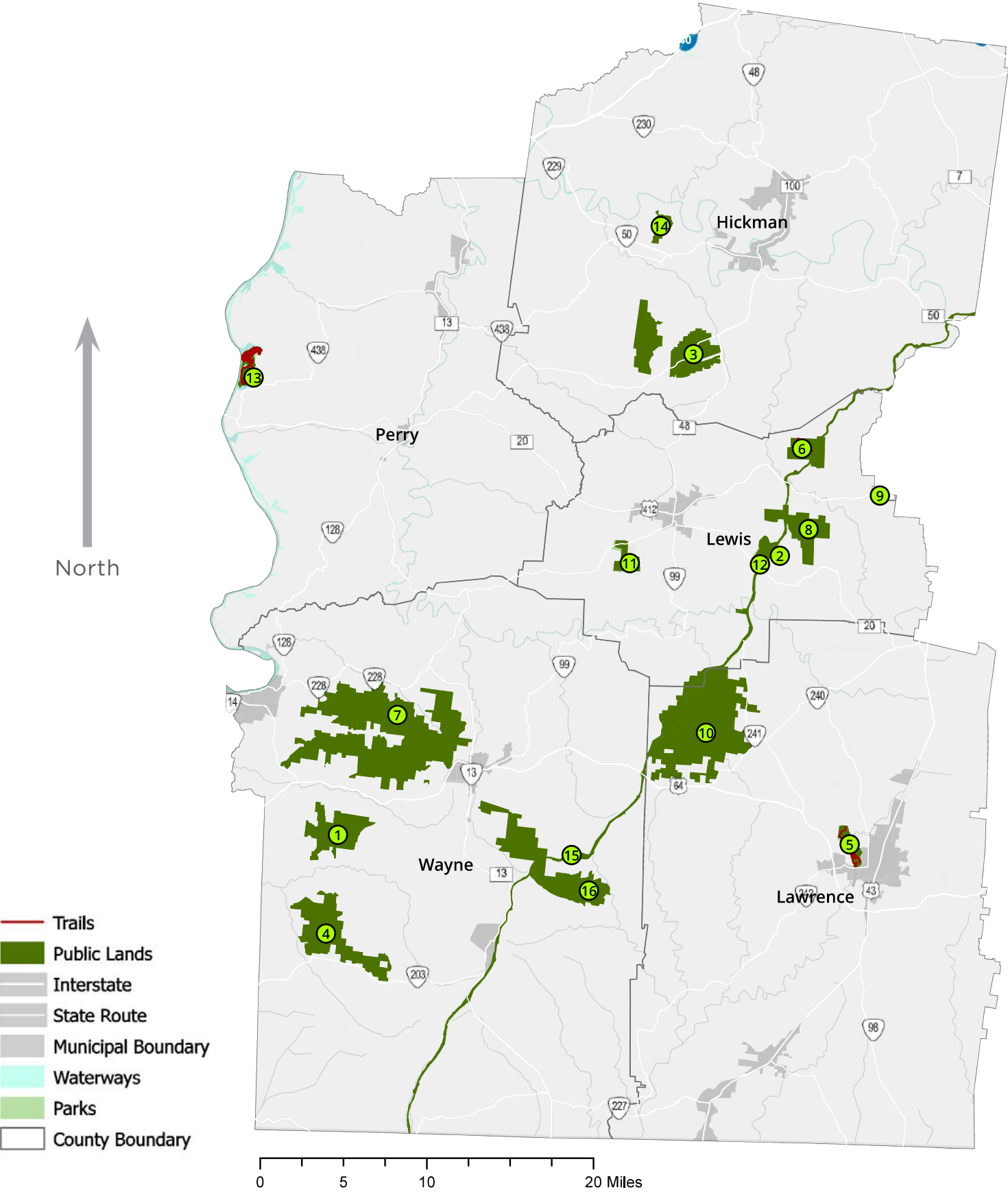


Public Lands

The South Central West RPO is home to roughly 16 State Parks; Wildlife Management Area; National Historic Parks; State Natural Areas; and State Forests. Tennessee State Parks preserve and protect natural, cultural, and scenic areas of the state, while also providing a safe outdoor experience. These parks attract tourism to the region and promote local economic development. The Tennessee Wildlife Resource Agency (TWRA) manages the state's fish and wildlife and their habitats, in addition to the enforcement of wildlife-related laws. The state's natural areas protect plants, animals, and natural communities throughout the state. The state's historic parks preserve some of Tennessee's historical sites.

left: Meriwether Lewis National Monument and Gravesite, Lewis County

PUBLIC LANDS



SOCIO-ECONOMIC DEVELOPMENT & LAND USES

PUBLIC LANDS

<i>Label</i>	<i>Name</i>	<i>Type</i>	<i>Acres</i>	<i>Ownership</i>
1	Arnold Hollow WMA	Wildlife Management Area	4350.948	TRG Threshold Timber Corporation
2	Auntney Hollow SNA	State Natural Area	26.481	Private
3	Beaver Dam Creek WMA	Wildlife Management Area	6716.575	TRG Threshold Timber Corporation
4	Browntown WMA	Wildlife Management Area	6774.392	TRG Threshold Timber Corporation
5	David Crockett SRA	State Recreation Area	1016.184	The State of Tennessee
6	Devil's Backbone SNA	State Natural Area	1916.39	The State of Tennessee
7	Eagle Creek WMA	Wildlife Management Area	23042.532	TRG Threshold Timber Corporation
8	Hick Hill WMA	Wildlife Management Area	3413.499	TRG Threshold Timber Corporation
9	Langford Branch SNA	State Natural Area	23.179	Swan Conservation Trust
10	Laurel Hill WMA	Wildlife Management Area	15835.564	The State of Tennessee (TWRA)
11	Lewis SF	State Forest	1143.296	The State of Tennessee
12	Meriwether Lewis NM	National Monument	909.22	The National Park Service (Natchez Trace Parkway)
13	Mousetail Landing State Rustic Park	State Rustic Park	1214.322	The State of Tennessee
14	MTSU WMA	Wildlife Management Area	794.484	The State of Tennessee (TWRA)
15	Natchez Trace Parkway	National Park Service	10550.149	National Park Service
16	Tie Camp WMA	Wildlife Management Area	7690.653	TRG Threshold Timber Corporation



<i>County</i>	<i>source</i>
Wayne	tn.gov/twra/wildlife-management-areas/middle-tennessee-r2/arnold-hollow-wma.html
Lewis	tn.gov/environment/program-areas/na-natural-areas/natural-areas-west-region/west-region/auntney-hollow.html
Hickman	tn.gov/twra/wildlife-management-areas/middle-tennessee-r2/beaverdam-creek-wma.html
Wayne	tn.gov/twra/wildlife-management-areas/middle-tennessee-r2/browntown-wma.html
Lawrence	tnstateparks.com/parks/info/david-crockett
Lewis	tn.gov/environment/program-areas/na-natural-areas/natural-areas-west-region/west-region/devil-s-backbone.html
Wayne	tn.gov/twra/wildlife-management-areas/middle-tennessee-r2/eagle-creek-wma.html
Lewis	tn.gov/twra/wildlife-management-areas/middle-tennessee-r2/hick-hill-wma.html
Lewis	tn.gov/environment/program-areas/na-natural-areas/natural-areas-west-region/west-region/langford-branch.html
Lawrence	tn.gov/twra/wildlife-management-areas/middle-tennessee-r2/laurel-hill-wma.html
Lewis	tn.gov/agriculture/forests/state-forests/lewis.html
Lewis	nps.gov/natr/learn/historyculture/exploring-the-meriwether-lewis-site.htm
Perry	tnstateparks.com/parks/info/mousetail-landing
Hickman	hickmancounty.info/wildlife-management-areas/
Wayne	nps.gov/natr/index.htm
Wayne	tn.gov/twra/wildlife-management-areas/middle-tennessee-r2/tie-camp-wma.html



OTHER TRANSPORTATION INFRASTRUCTURE



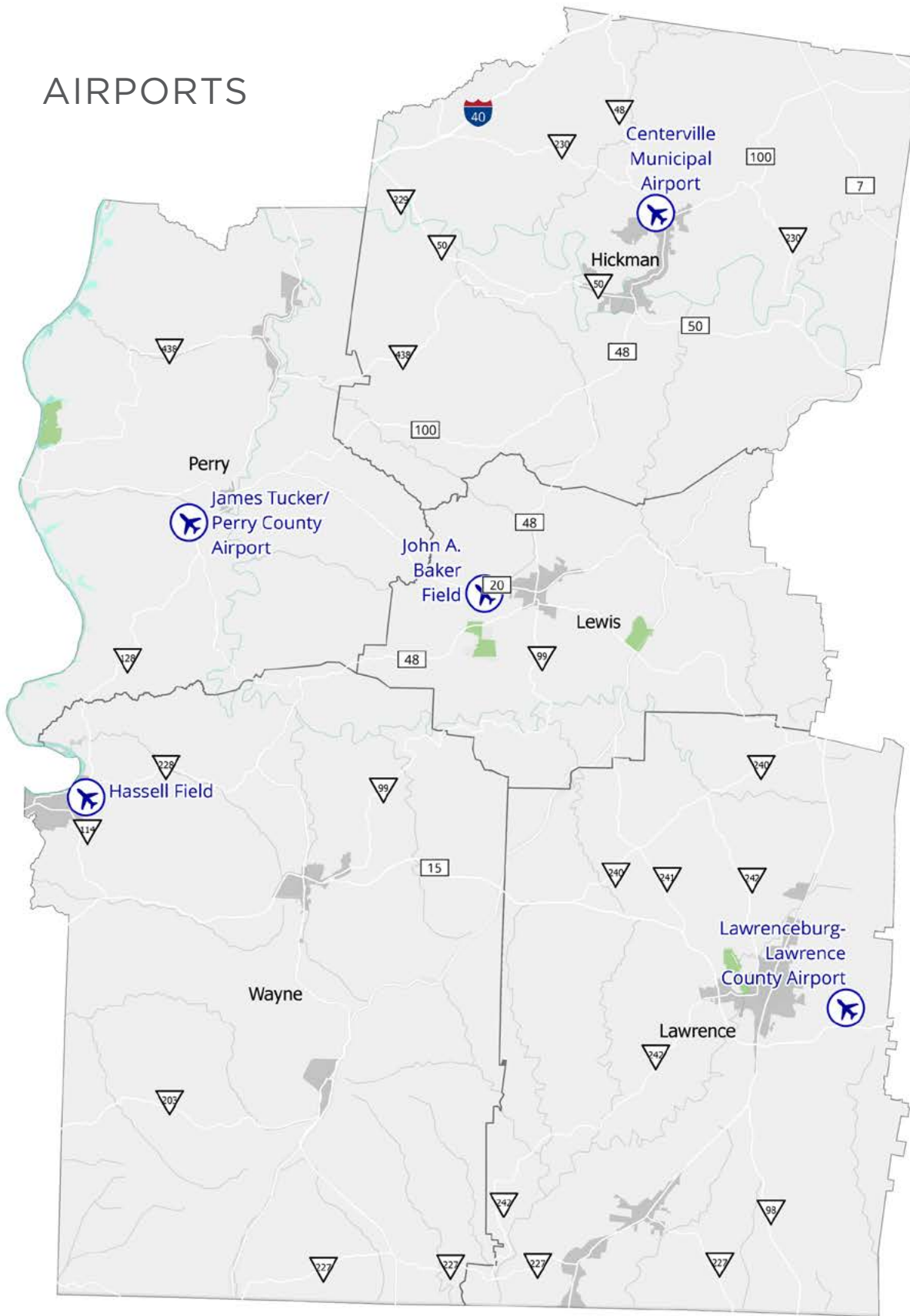
This chapter describes the components of the regional transportation system of the South Central West RPO. It begins with airports and as with most other RPOs, there are no commercial airports but five general aviation airports in the South Central West RPO. The chapter continues with bridges pointing out those that are structurally deficient. From a total of 1,683 bridges there are 35 deficient bridges. The functional classification defines the roles of roadway segments in serving traffic flow through the network. It continues on with the traffic volume analysis which identifies road segments with high traffic volumes and large traffic increases and decreases over a ten-year period. The following section is on volume/ capacity ratios which are used as a performance measure for roadways. Existing conditions (2010) are compared to forecasted conditions (2040) and potential issues are highlighted. Freight movement is provided by railroads and trucks to move goods within the RPO and to other regions. In this section, roadways with high truck volumes are compared to the rest of the RPO and state.

The section on travel behavior examines commute patterns between the counties in the RPO and neighboring Davidson, Rutherford and Williamson counties, and differentiates commuters by type of workplace. Safety is an important topic as there are 47 safety projects in 2016-2020 in the RPO. Crash data shows vehicle as well as bicycle and pedestrian related crashes. For multimodal facilities, there are zero bike lanes. The multimodal section looks at the bicycle level of service on major state routes, indicating what roads are suitable or unsuitable for bicycle travel. The South Central West RPO features 3.7 miles of greenways to be used for recreational purposes.

Airports

There are no commercial airports within the South Central West RPO. Hickman County is home to Centerville Municipal Airport which has a 4,002 foot runway. Lawrence County has the Lawrenceburg-Lawrence County Airport with a 5,003 foot runway. Lewis County's airport, the John A Baker Field Airport, has a 4,001 foot runway. Perry County has a 3,600 foot runway at the James Tucker Airport. Wayne County has the Hassell Field Airport with 4,200 foot runway.

AIRPORTS



0 10 20 Miles

North

- Airports
- Interstate
- State Route
- City Boundary
- Parks
- Waterways
- County Boundary

Railroads

Proximity to Nashville and access to the Tennessee River provide tangible benefits for the region. Interstate 40 in Hickman County is the region's only interstate and most valuable truck freight corridor. There are two short line railroads that provide service to the area: Tennessee Southern Railroad (TSRR) and South Central Tennessee Railroad (SCTR). TSRR primarily serves communities in Lawrence County and SCTR serves Hickman and Lewis counties. The region is also home to the Tennessee River, a major water freight corridor. Additionally, the region is near the Tennessee-Tombigbee Waterway, a man-made waterway that ultimately provides access to the Gulf of Mexico.

Hickman County

There is one (1) railroad company serving Hickman County – SCTR, LLC (South Central TN Railroad). Hickman County has a total of 68 crossings – 36 public at-grade crossings, 3 public grade-separated crossings, and 29 private crossings. The SCTR line is active and on average runs about 1 daily trip.

Lawrence County

There is one (1) railroad company serving Lawrence County – TSRR Tennessee Southern Railroad Company, LLC. Lawrence County has a total of 95 crossings – 70 public at-grade crossings, 6 public grade-separated crossings, and 19 private crossings. The TSRR line is active and on average runs about 2 daily trips.

Lewis County

There is one (1) railroad company serving Lewis County – SCTR, LLC (South Central TN Railroad). Lewis County has a total of 19 crossings – 13 public at-grade crossings, 0 public grade-separated crossings, and 6 private crossings. The SCTR line is active and on average runs about 1 daily trip.

Perry County

There are no railroad companies serving Perry County, therefore there are no railroad crossings.

Wayne County

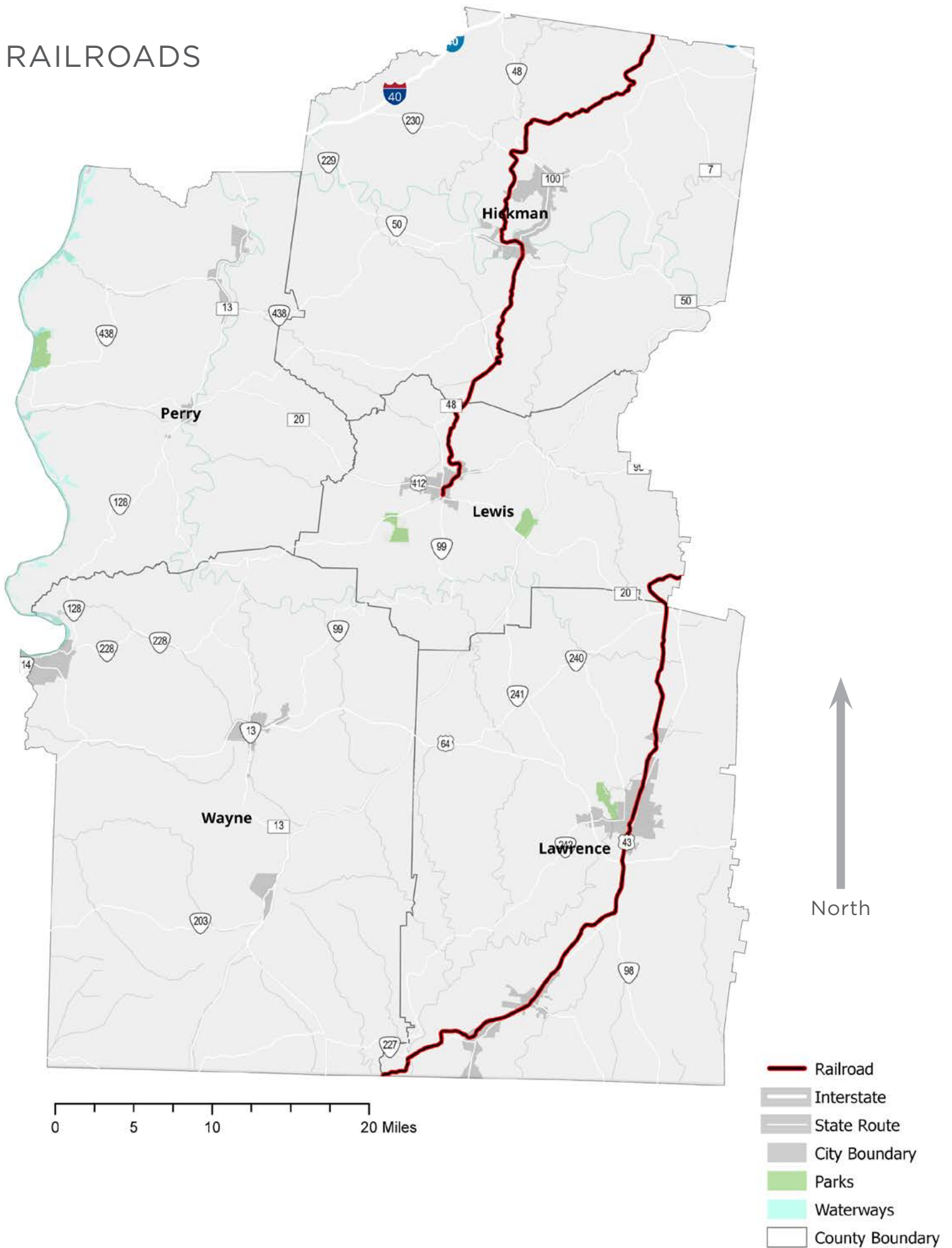
There are no railroad companies serving Wayne County, therefore there are no railroad crossings.

Bridges

There are a total of 1,683 bridges in the South Central West RPO. The total bridges are as follows; Hickman County (434), Lawrence County (356), Lewis County (185 bridges), Perry County (290) and Wayne (418). Of the structurally deficient bridges, 2 of these bridges are state owned, and 33 are locally-owned. The construction dates of these bridges range from 1930 to 1999. TDOT monitors all bridges within the state through a process that inspects every bridge on a two-year cycle. The Sufficiency Rating, a major factor in bridge monitoring, is an overall rating of a bridge's fitness based upon inspections that examine structural evaluation, structural deficiency, structural soundness, functional obsolescence, and essentiality to the public. "Structural deficiency" or "structural soundness" measures the deterioration and/or damage of a bridge. "Functional obsolescence" is a function that measures a bridge's geometric design standards. As standards change with time, geometric design must be updated to comply with current safety standards. "Essentiality", which is one of the functions evaluated to determine structural deficiency, measures the potential impacts to emergency evacuation.

See Deficient Bridges table and map on pages 49 & 50.

RAILROADS

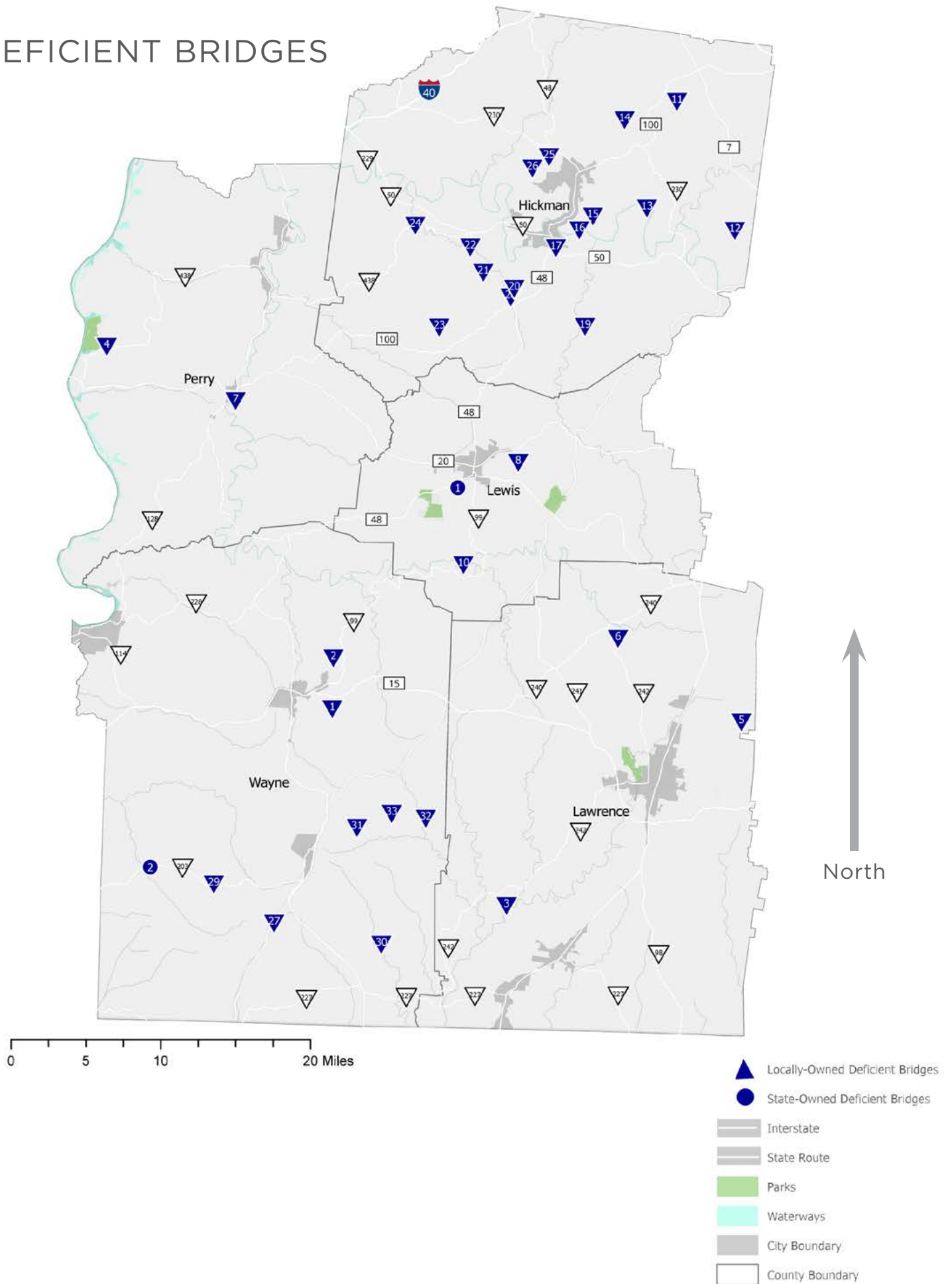


REGIONAL TRANSPORTATION SYSTEMS

LOCALLY OWNED STRUCTURALLY DEFICIENT HIGHWAY BRIDGES

<i>Label</i>	<i>Bridge ID</i>	<i>County</i>	<i>Route</i>	<i>Feature Intersected</i>	<i>Inspection Date</i>	<i>Year Built</i>	<i>Sufficiency Rating</i>
1	0910176700151	WAYNE	01767	HURRICANE CREEK	2019-03-22	1967	58.4
2	0910A14100011	WAYNE	0A141	SIMMONS BRANCH	2019-04-11	1999	58.9
3	0500180900011	LAWRENCE	01426	SHOAL CREEK	2019-04-29	1965	48.0
4	0680A00800011	PERRY	0A008	SPRING CREEK	2019-05-31	1982	68.0
5	0500A19700011	LAWRENCE	0A197	DRY WEAKLEY CREEK	2019-06-04	1975	53.9
6	0500A11500011	LAWRENCE	0A115	W FORK BUFFALO RIVER	2019-06-11	1984	45.4
7	068F024300011	PERRY	00921	BUFFALO RIVER	2019-07-23	1958	52.0
8	0510A18000011	LEWIS	0A180	PINEY BRANCH	2019-08-05	1970	59.2
9	0410A11000031	HICKMAN	0A104	JONES CREEK	2019-08-22	1975	48.3
10	0510A09800011	LEWIS	0A098	BUFFALO RIVER	2019-08-23	1965	17.3
11	0410A08800011	HICKMAN	0A128	MILL CREEK	2019-09-04	1964	65.7
12	0410A24700031	HICKMAN	0A247	PUCKETT BRANCH	2019-09-13	1991	46.0
13	0410184600031	HICKMAN	01846	DUCK RIVER	2019-09-19	1968	71.1
14	0410A16500011	HICKMAN	0A170	MILL CREEK	2019-09-23	1962	28.0
15	0410A75600011	HICKMAN	0A756	HALEY CREEK	2019-09-24	1994	42.1
16	041S624400011	HICKMAN	01848	HALEY CREEK	2019-09-24	1950	46.3
17	0410A33000011	HICKMAN	0A330	INDIAN CREEK	2019-10-07	1955	48.8
18	0410A47100011	HICKMAN	0A270	BLUE BUCK CREEK	2019-10-10	1970	58.4
19	0410A25100011	HICKMAN	0A277	BIG SWAN CREEK	2019-10-15	1972	62.4
20	0410A30600011	HICKMAN	0A325	BEAVER DAM CREEK	2019-10-16	1968	50.6
21	0410A30700011	HICKMAN	0A326	BEAVERDAM CREEK	2019-10-22	1975	62.5
22	0410A30600071	HICKMAN	0A325	BEAVER DAM CREEK	2019-10-28	1972	49.7
23	0410183300031	HICKMAN	01833	SULPHUR FORK CREEK	2019-11-05	1970	54.1
24	0410A36700031	HICKMAN	0A542	BLOWING SPRINGS	2019-11-15	1960	27.3
25	041F047000031	HICKMAN	00961	BIRD CREEK	2019-11-22	1930	48.8
26	041F047000011	HICKMAN	00961	BRANCH	2019-11-22	1930	48.6
27	091S622900031	WAYNE	01763	CYPRESS CREEK	2020-12-21	1942	36.5
28	0410A30600031	HICKMAN	0A325	WADES BRANCH	2020-12-28	1960	37.1
29	0910A38700011	WAYNE	0A387	BEAR CREEK	2021-01-06	1976	24.4
30	0910A28000011	WAYNE	0A280	BUTLER CREEK	2021-01-12	1935	51.4
31	0910A25200011	WAYNE	0A252	LITTLE SHAWNETTE CREEK	2021-01-19	1970	48.8
32	0910A22900011	WAYNE	0A229	FACTORY CREEK	2021-01-26	1955	23.0
33	0910A22200091	WAYNE	0A222	DOUBLE BRANCH	2021-01-26	1960	21.9

DEFICIENT BRIDGES



FUNCTIONAL CLASSIFICATION

According to the Federal Highway Administration, “Roadways are assigned to one of several functional classifications within a hierarchy according to the character of travel service each roadway provides. Most travel occurs through a network of interdependent roadways, with each roadway segment moving traffic through the system towards destinations. The concept of functional classification defines the role that a particular roadway segment plays in serving this flow of traffic through the network. Functional classification is a tool that allows the measurement of roadways into a hierarchy according to characteristics and service the specific roadway provides. There are multiple factors in functional classification, including access, mobility, efficiency of travel, collectors, access points, speed limit, route spacing, annual average daily traffic volumes, and vehicle miles of travel. All roadways are classified into three (3) main classification types: Arterials (Principal and Minor), Collectors (Major and Minor), and Local.”

In Tennessee, there are over 28,862 miles of roads classified as interstate, arterial, or collector. Seventy-five percent (75%) of total roadway miles are in rural areas, while twenty-five percent (25%) are in urban areas. The amount of traffic on a roadway can be explained using a variety of metrics. One metric is vehicle miles traveled (VMT), which illustrates the total number of vehicle miles traveled within a defined geographic area over a given amount of time and can be used as an indicator of lane use and transportation connection, emissions, and overall travel patterns within a region. On a most basic level, reviewing the number of Daily Vehicle Miles Traveled (DVMT) on each roadway by functional classification shows the amount of traffic on each type of facility.

The National Highway Functional Classification study was mandated by Congress in the 1968 Federal-Aid Highway Act. The study revealed that Federal-Aid highway system classification had become inconsistent with the function of roads and streets, so adjustments in this system were necessary. The federal aid Highway Act of 1973 required the use of an updated functional highway classification to modify the Federal-aid highway system by Jul 1, 1976. After the 1976 federally mandated functional classification of highways was completed, states had routinely updated the functional classification

to meet the Federal-aid Highway Program’s classification requirements. However, these adjustments resulted in the national functional classification of highways being no longer consistent among the states. Through legislation of the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991, the USDOT recommended that a reclassification study be completed prior to designation of the National Highway System to provide an interconnected system of principal arterial routes that serve major population centers, intermodal transportation facilities, and major travel destinations. In 1993, the functional reclassification was completed, and the National Highway System was established in November 1995. The Highway Functional Classification: Concepts, Criteria and Procedures, 2013 builds upon and updates the two most recent guidance documents circulated by FHWA, namely:

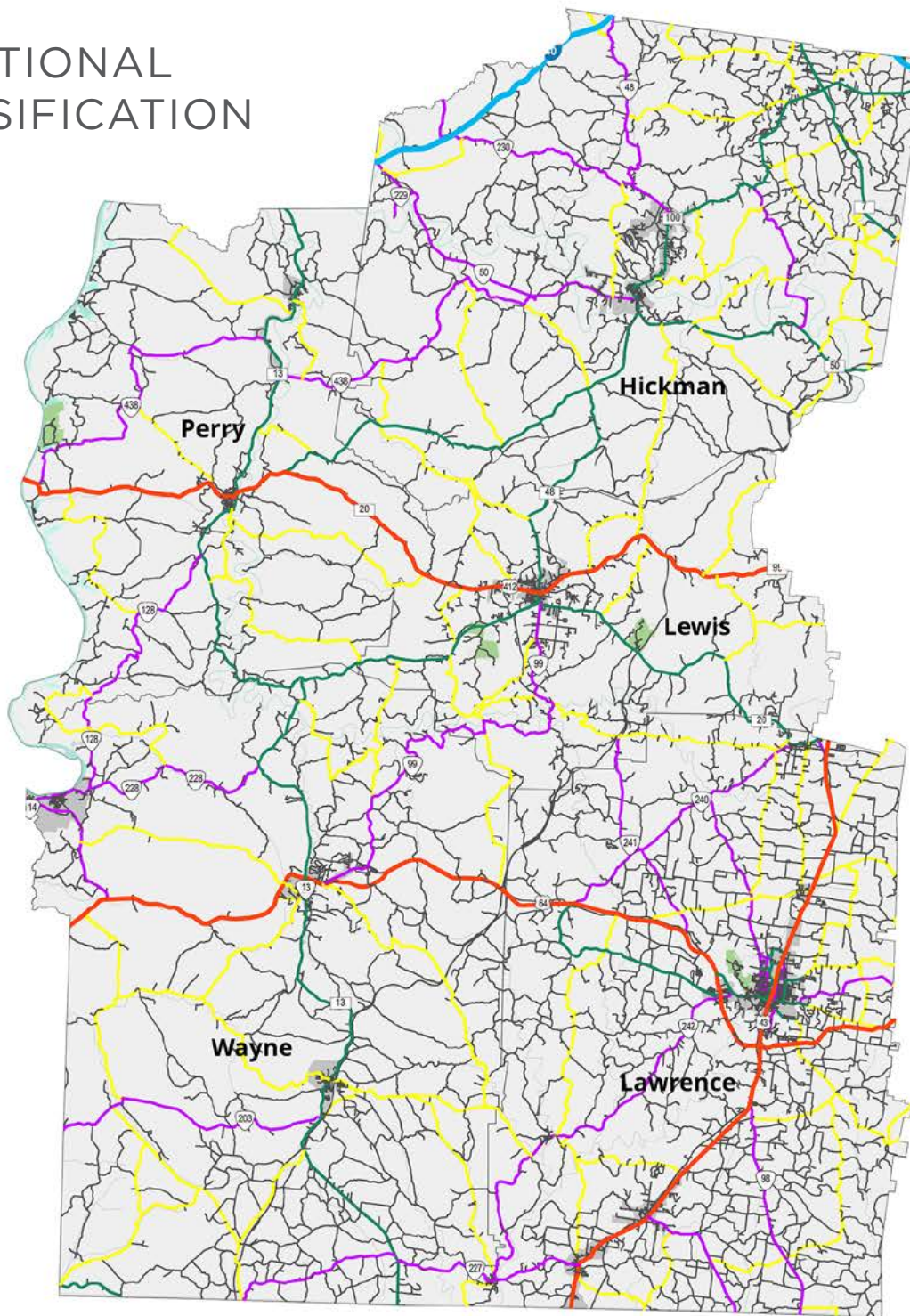
- Highway Functional Classification: Concepts, Criteria and Procedures (March 1989)
- Updated Guidance for the Functional Classification of Highways Memorandum (October 14, 2008)

In the review of the existing functional class of roadways for the South Central West RPO using the 2013 guidance document, it was determined that there may be opportunities for proposed changes to the functional classification of roadways therein, but there are no identified roadway segments at this time. These changes are occurrences where the current functional class of a roadways does not meet the FHWA guidelines for a valid network.

SOUTH CENTRAL WEST FUNCTIONAL CLASSIFICATION

<i>Functional Class</i>	<i>Roadway Length (Miles)</i>	<i>DVMT</i>
Interstate	15.81	535533
Principal Arterial	132.35	805980
Minor Arterial	228.13	701635
Major Collector	296.90	334818
Minor Collector	597.70	278199
Local	3108.06	409030
Total	4378.96	3065195

FUNCTIONAL CLASSIFICATION



Functional Class

- | | |
|--|--|
| — R / Interstate | Waterways |
| — R / Other Principal Arterial | Parks |
| — U / Other Principal Arterial | Municipal Boundary |
| — R / Freeway or Expressway | County Boundary |
| — R / Minor Arterial | |
| — U / Minor Arterial | |
| — R / Major Collector | |
| — U / Major Collector | |
| — R / Minor Collector | |
| — U / Minor Collector | |
| — R / Local | |
| — U / Local | |

0 10 20 Miles

TRAFFIC VOLUMES

The planning area contains many arterial roadways, as well as a small portion of Interstates 40 and 840 in Hickman County. As population and the presence of industry increase and decrease, the amount of traffic on these roads is expected to reflect these changes. This section of the plan focuses on the analysis of traffic volumes in the South Central West RPO. The datasets referred to in this section include 1999, 2009 and 2019 Annual Average Daily Traffic (AADT), and percent changes between the years 2009 and 2019. The data and information shared in this portion of the plan were provided by TDOT's Enhanced Tennessee Roadway Information Management System (ETRIMS). The traffic volumes are also analyzed in conjunction with 2010 Census data (U.S. Census Bureau). The AADT maps indicate locations of the traffic count stations in each county, as well as the percent change of traffic volumes. Due to the variations of traffic percentages within each county, the scale provided in the legend for each individual map is different; however, the color symbology has the same meaning from map to map. Blue represents a significant decrease, yellow represents a moderate increase or decrease, and red represents a significant increase. Within the RPO, it should be noted that areas with substantial increases in traffic volumes should be closely monitored for potential current and future capacity issues.

In the following sections, AADT percentage changes from 2009 to 2019 are mentioned. Highlighted are state roads that experienced large traffic increases and decreases in each county. The focus is on roads with AADT's higher than 1,000 since those are expected to have more impacts on the transportation system due to higher traffic volumes. More roads in the South Central West RPO experienced traffic increases compared to decreases, which points to population growth in the RPO. Only Wayne County had more roads with traffic decreases in the 2009-2019 decade.

Hickman County

In Hickman County, most of the state roads experienced traffic increases between 2009 and 2019. Traffic volumes in most cases increased or decreased moderately (less than 10 percent change). Both Interstates, 40 and 840 had steep traffic increases with almost 20 percent and 1,077 percent respectively. The only roads with large traffic increases of more than 20 percent were State Hwy. 48 (SR 48) (31.5 percent), Route 944 (32.8 percent), and SR 100 (33.0 percent).

Lawrence County

In Lawrence County, state roads experienced about evenly traffic increases and decreases between 2009 and 2019. Overall, there are several roads that had large traffic increases and decreases of more than 20 percent. Some state routes with large traffic increases are Monument Rd. (SR 240) (26.9 percent), Turnpike (SR 240) (55.7 percent), US Hwy. 64 (SR 15) (40.4 percent), Rabbit Trail Rd. (SR 98) (40.4 percent), and several sections of SR 6 (Hwy. 43 N. and S., N. Locust Ave., N. Military St., and Prosser Rd.) with percentage changes mostly between 22.1 and 45.3 percent. Large traffic decreases occurred on W. Gaines St. (SR 242) (33.8 percent), E. Gaines St. (Route 5694) (21.8 percent), N. Military Ave. (Route 3158) (32.0 percent), Public Square (Route 3167) (67.7 percent).

Lewis County

In Lewis County state routes mostly experienced traffic increases between 2009 and 2019. Some of the largest traffic increases occurred on low-volume roads with AADT's below 1,000. Two routes with large traffic increases are Summertown Hwy. (SR 20) (25.8 percent) and Columbia Hwy. (SR 99) (36.0). Two routes with steep traffic decreases are State Hwy. 48 (SR 48) (25.6 percent) and Linden Hwy. (Route 1790) (24.0 percent).

Perry County

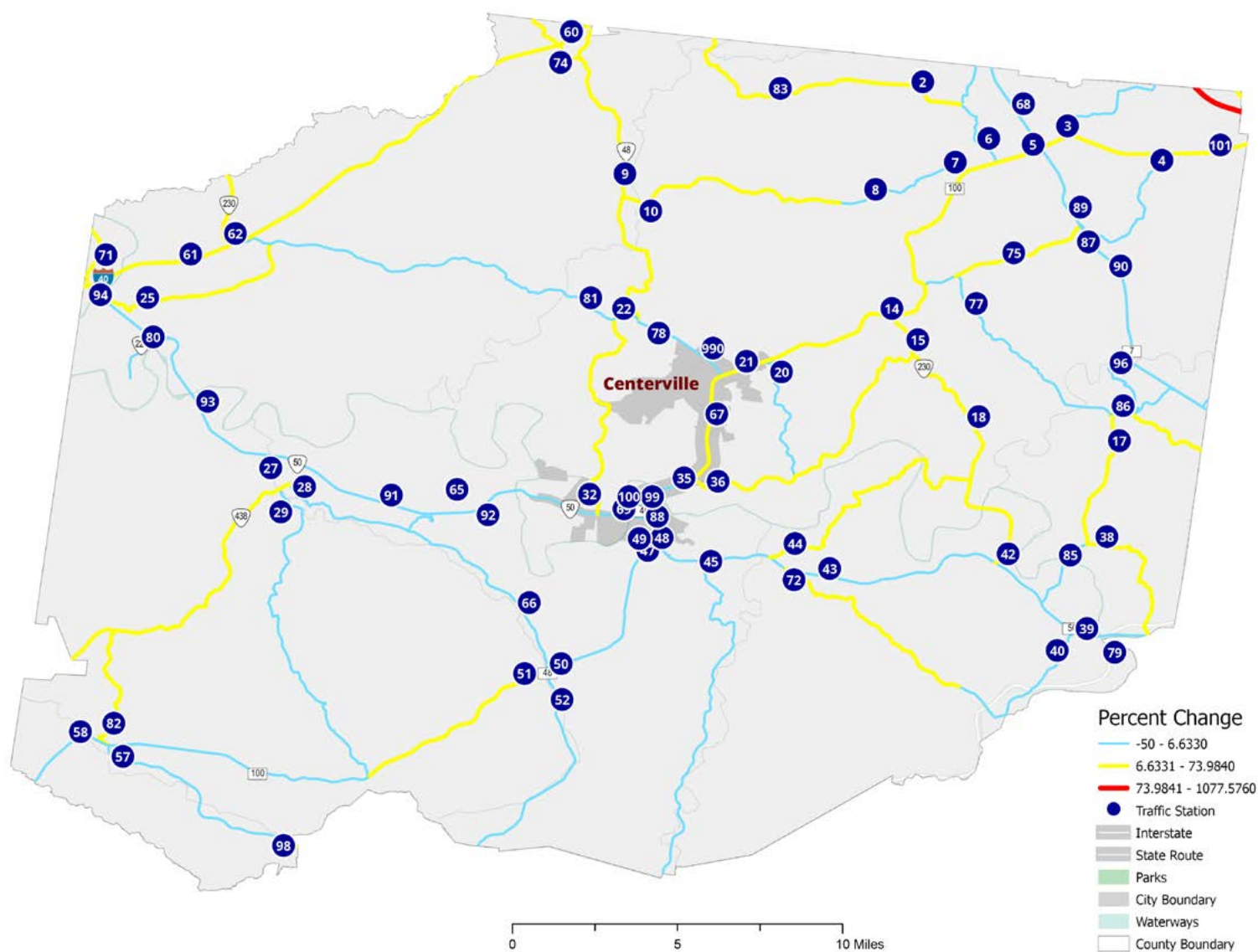
In Perry County are many low-volume roads with AADT's below 1,000. Most roads experienced traffic increases with some of the steepest traffic increases on low-volume roads. US Hwy. 412 (SR 20) had a traffic increase of 23.8 percent up to 2,720 AADT. A section of Hwy 13 South (SR 13) had a 22.7 percent traffic increase, while a section of Hwy 13 North (SR 13) had a traffic decrease of 31.6 percent.

Wayne County

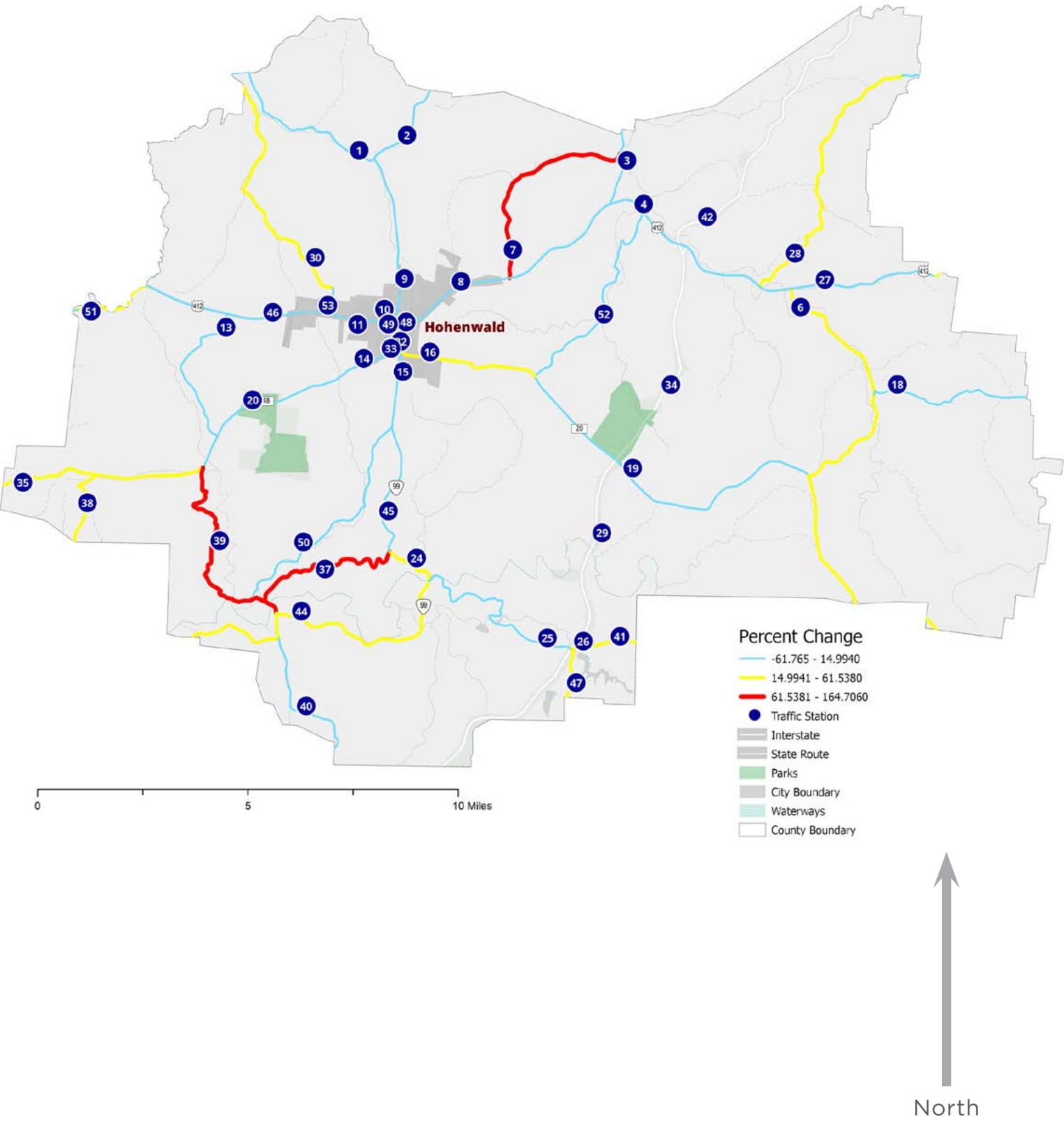
In Wayne County contrasting the other counties in the South Central West RPO, most roads experienced traffic decreases between 2009 and 2019. Some of the largest traffic decreases were found on Hwy. 99 (SR 99) (33.1 percent), Waynesboro Hwy. (20.2 percent), S. High St. (Route 2738) (43.0 percent), several sections of SR 13 (Waynesboro Hwy., Public Square E., 4th Ave. S.) had traffic decreases up to 26.4 percent. Just a few large traffic increases occurred on SR 15 on sections of Hwy. 64 E. and US-64 Bypass on which traffic increased by 30 percent.



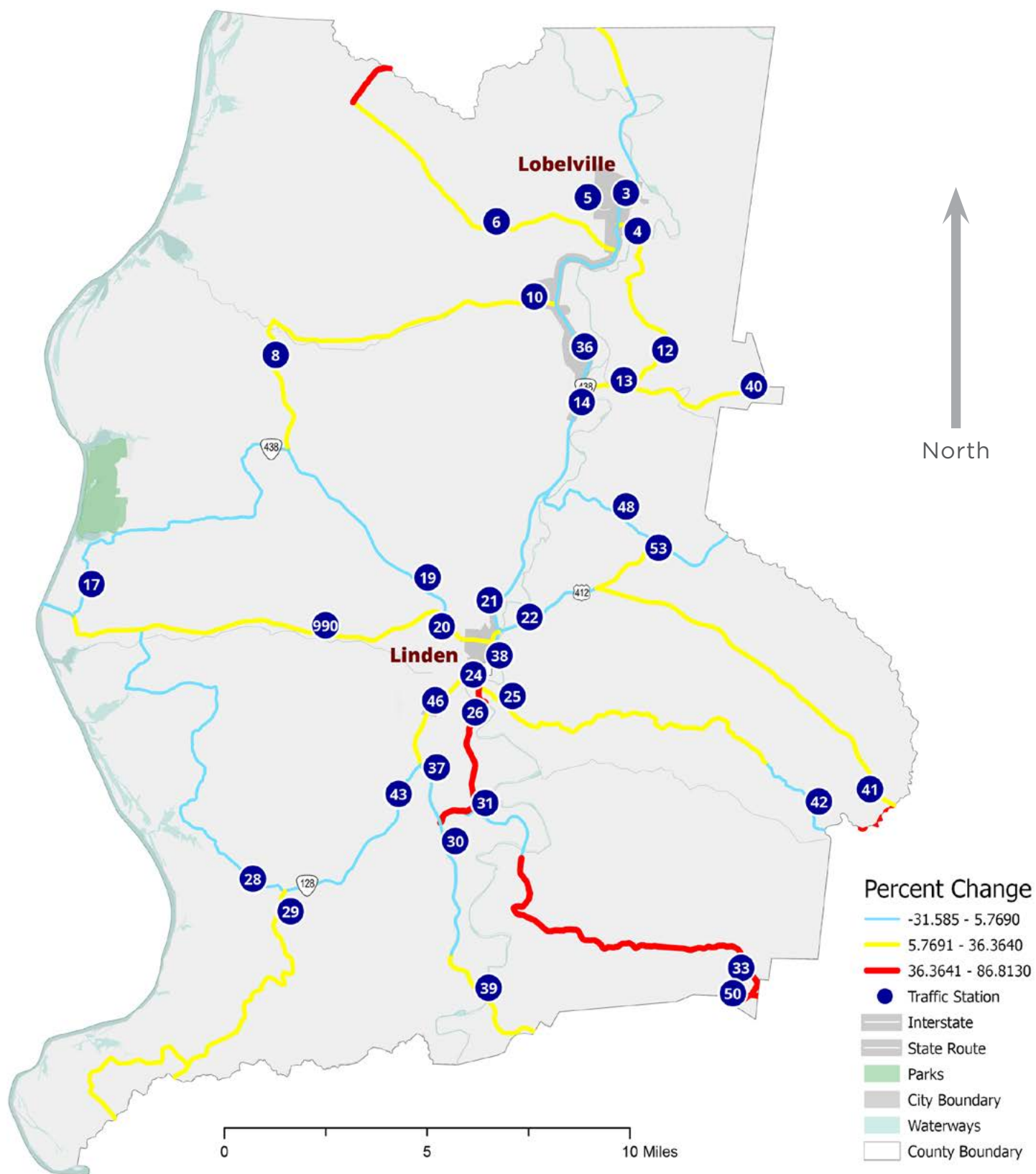
AADT PERCENTAGE CHANGE: HICKMAN COUNTY



AADT PERCENTAGE CHANGE: LEWIS COUNTY

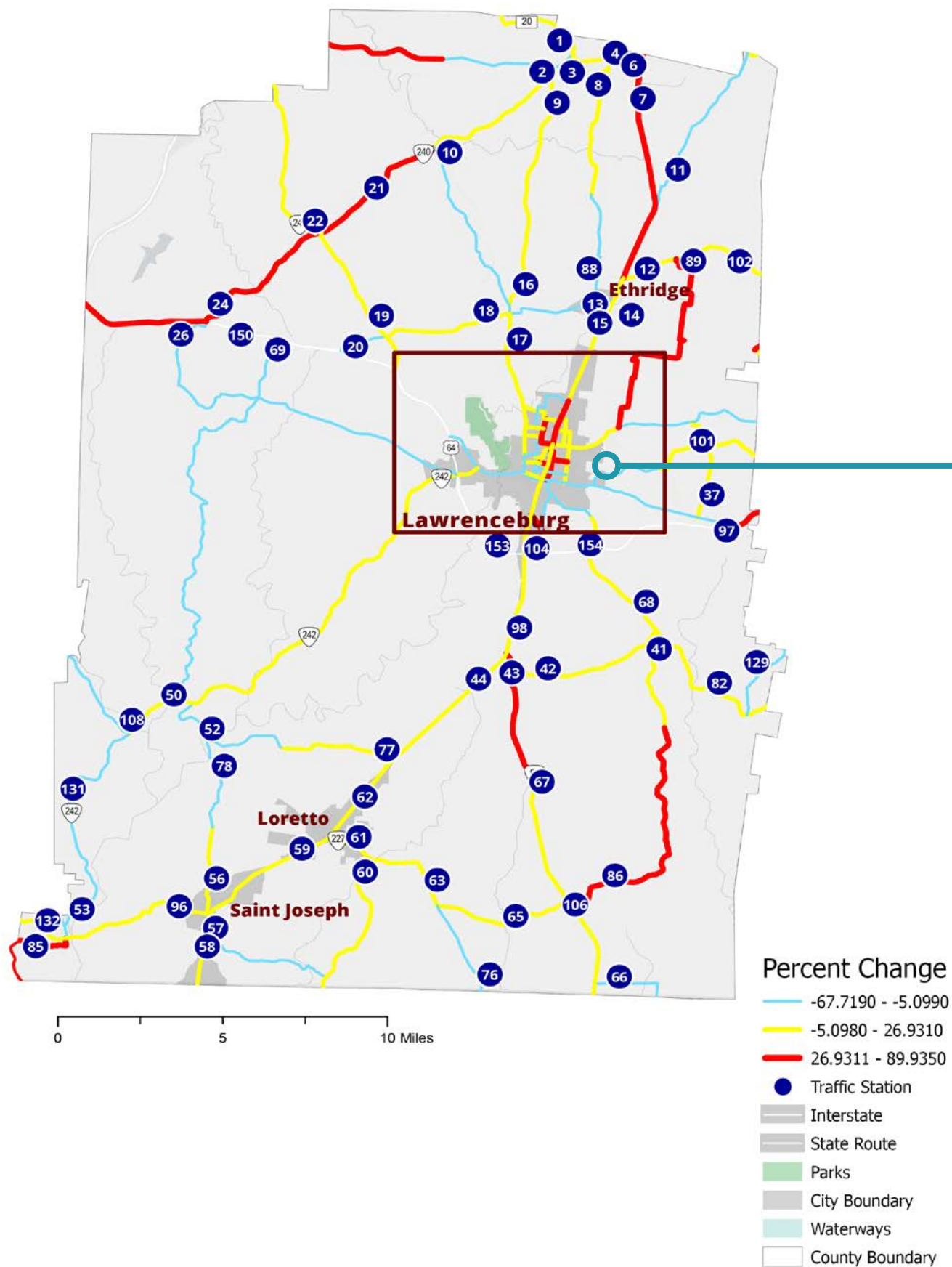


AADT PERCENTAGE CHANGE: PERRY COUNTY

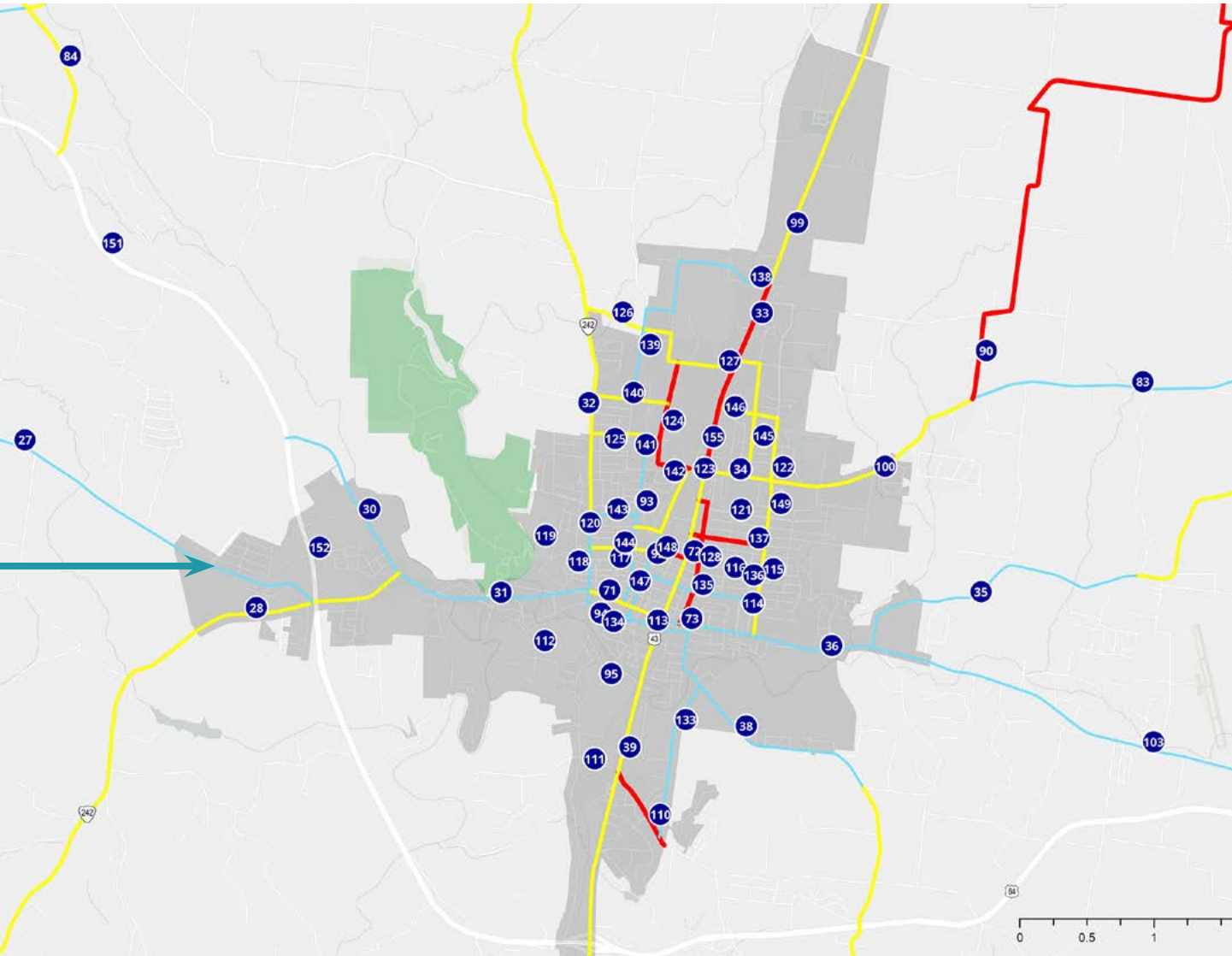




AADT PERCENTAGE CHANGE: LAWRENCE COUNTY

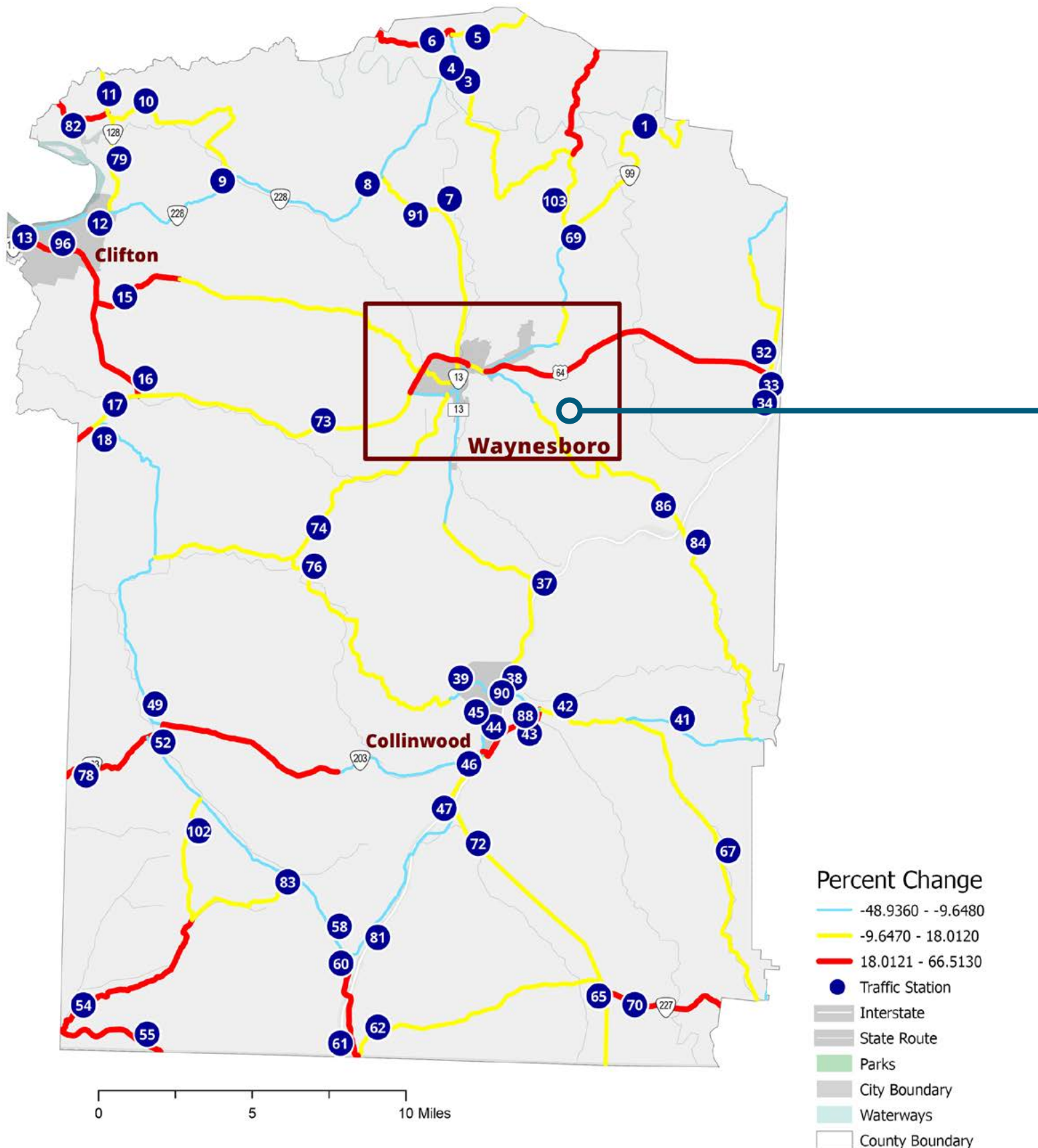


LAWRENCEBURG

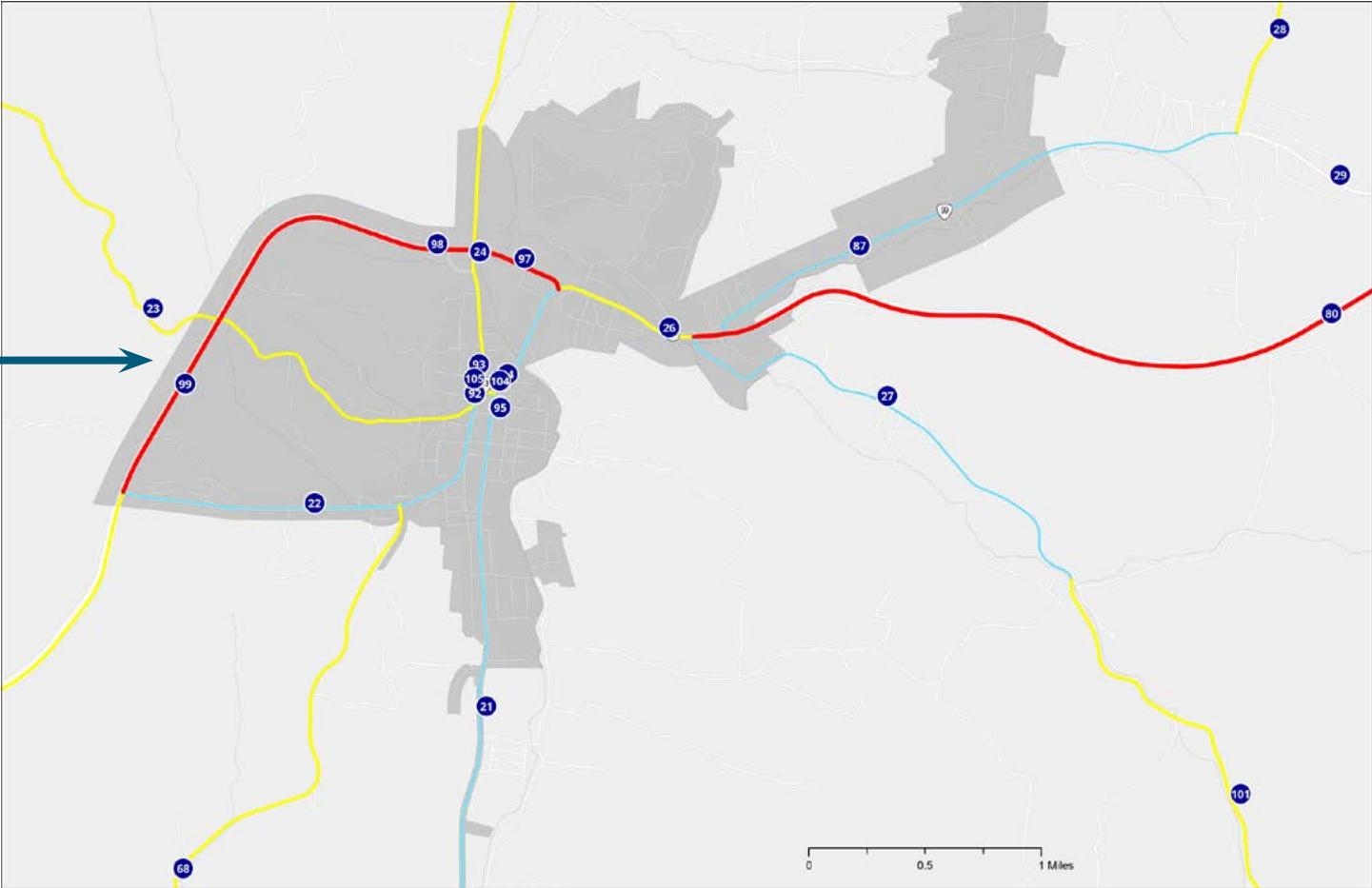


North

AADT PERCENTAGE CHANGE: WAYNE COUNTY



WAYNESBORO



North

VOLUME/CAPACITY RATIO

The Volume/Capacity (V/C) Ratio data is derived from TDOT's Statewide Travel Demand Model. FHWA defines capacity as "the maximum rate at which vehicles can pass through a given point in an hour under prevailing roadway conditions." Roadway conditions may include the following: number and width of lanes, grades, land use, and signalized conditions (intersections). V/C Ratio is a performance measure and is defined as the proportion of the facility's capacity being utilized by current or projected traffic volumes. It measures roadway demand (vehicle volumes: Annual Average Daily Traffic (AADT) with roadway supply (carrying capacity)).

V/C Ratio is categorized by colors and measurements on the map. These measurements range from 0 to 1.00. Any value above 0.50 is potentially concerning and should be monitored for poor traffic flow. A value exceeding 1.00 means that there are more vehicles on the road than the road was designed to accommodate, often resulting in congested conditions. The analysis uses AADT's from 2010, in addition to those forecasted for 2040. The 2040 forecast considers programmed projects by TDOT, as well as demographic and land use projections.

There are hardly any capacity issues in South Central West RPO based on 2010 data. The vast majority of roads have a v/c ratio of 0.2 or below. The only counties that have small road sections with v/c ratios between 0.4 and 0.6 are Hickman and Lawrence counties.

The 2040 forecast data also indicates no major capacity issues. In Hickman County, more road segments will have a v/c ratio between 0.4 and 0.6 (18.1 miles).

Hickman County

Most roads in Hickman County have a v/c ratio of equal or below 0.2. Several roadways have a v/c ratio between 0.2 and 0.4 which indicates no capacity issues. State Route 100 has a section with 0.4 v/c ratio. Highway 46 has a road section with a v/c ratio almost at 0.5, and one section has almost 0.6 and should be monitored.

In 2040, more roads have a v/c ratio between 0.2 and 0.4. More sections of SR 100 will have a v/c ratio of 0.4 and a few will be above 0.5.

Lawrence County

Most of the roads in Lawrence County have a v/c ratio below 0.2. However, within Lawrenceburg some roads in the downtown area have a slightly higher v/c ratio between 0.2 and 0.4. A small section of W. Gaines St. has a v/c ratio of 0.4. In 2040, all roads outside of Lawrenceburg will have a non-critical v/c ratio below 0.5. Within Lawrenceburg will have lots of roads with a v/c ratio between 0.2 and 0.4. A small section of W. Gaines St. will have a v/c ratio of almost 0.5.

Lewis County

In Lewis County are no capacity issues in 2010. All roads but one small road section of SR have a non-critical v/c ratio of 0.2 and below.

Perry County

There are no capacity issues in 2010. All of Perry County's roads have a v/c ratio of 0.2 and below. In 2040, there are no major changes, and all roads indicate no capacity issues.

Wayne County

There are no capacity issues in 2010. All of Wayne County's roads have a v/c ratio of 0.2 and below. In 2040, there are no changes to v/c ratios and thus no capacity issues.

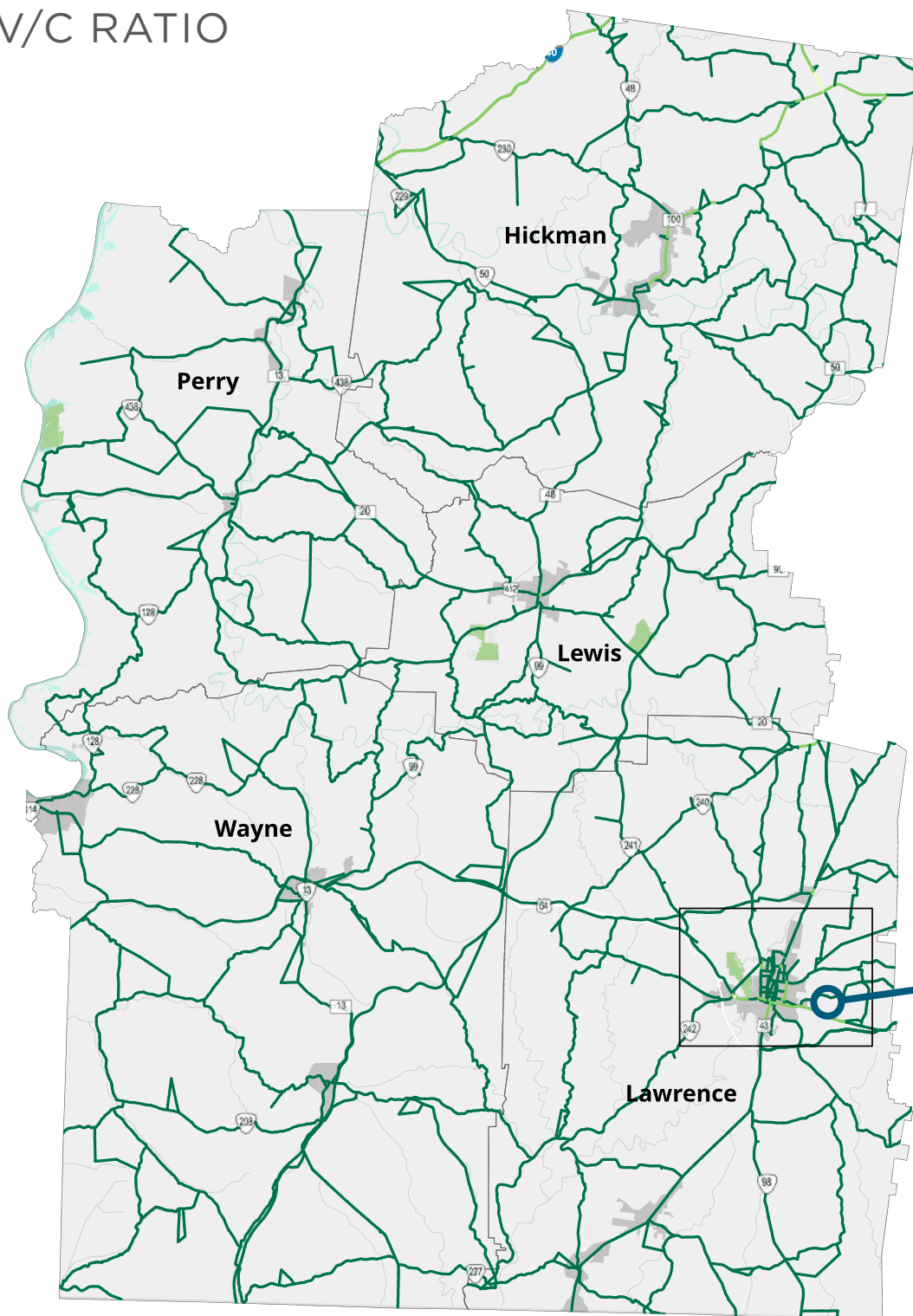
2010 VOLUME / CAPACITY RATIO MILEAGE

<i>County</i>	<i>0.00 - 0.200</i>	<i>0.201 - 0.400</i>	<i>0.401 - 0.600</i>	<i>0.601 - 0.800</i>	<i>0.801 - 1.206</i>
Hickman	278.81	42.85	1.24	0	0
Lawrence	328.39	10.16	0.27	0	0
Lewis	167.33	0.19	0	0	0
Perry	166.58	0.08	0	0	0
Wayne	342.08	0.58	0	0	0

2040 VOLUME / CAPACITY RATIO MILEAGE

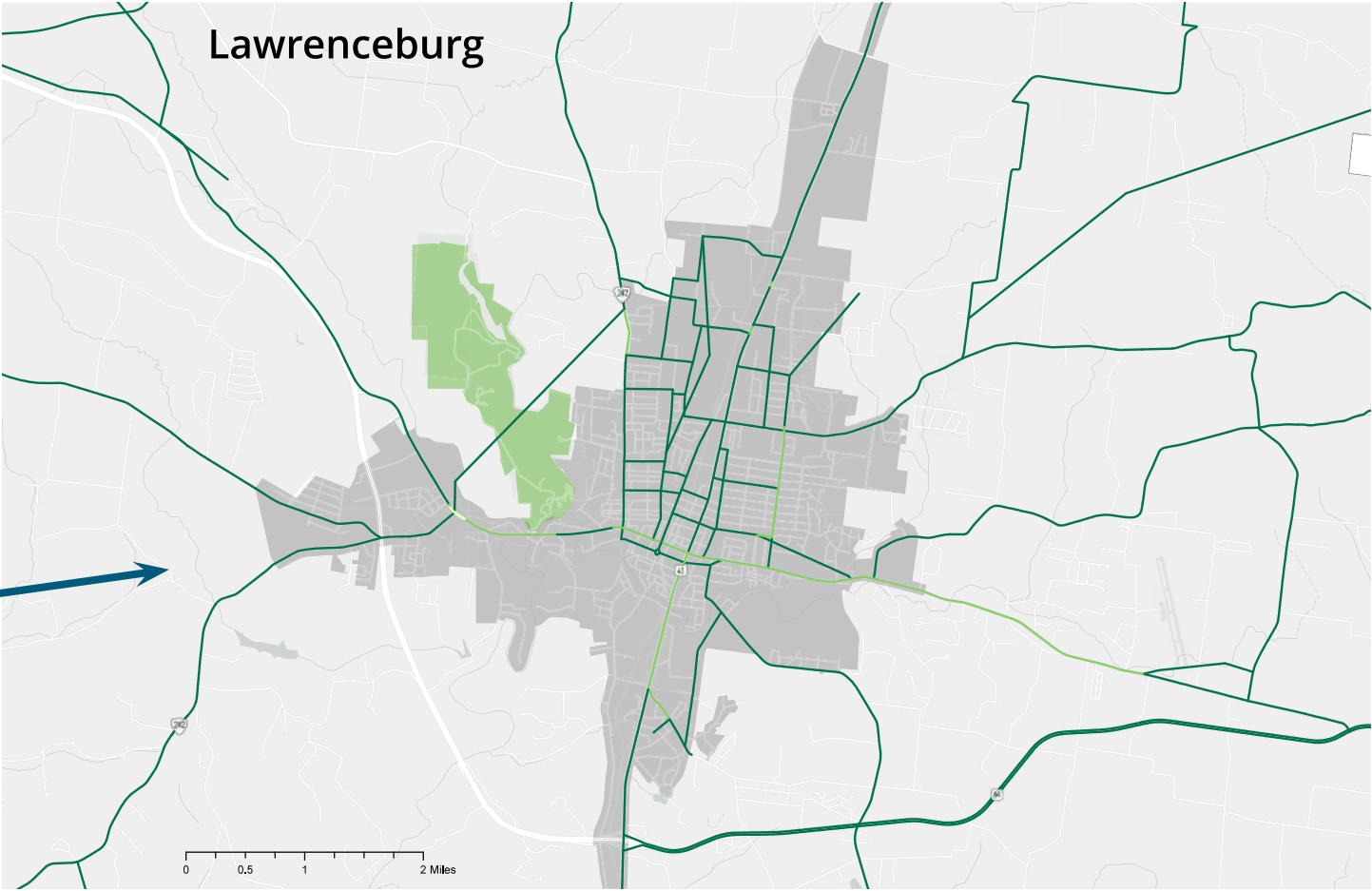
<i>County</i>	<i>0.00 - 0.200</i>	<i>0.201 - 0.400</i>	<i>0.401 - 0.600</i>	<i>0.601 - 0.800</i>	<i>0.801 - 1.483</i>
Hickman	272.05	32.78	18.06	0	0
Lawrence	335.03	13.81	0.14	0	0
Lewis	166.48	1.05	0	0	0
Perry	166.14	0.52	0	0	0
Wayne	341.96	0.7	0	0	0

2010 V/C RATIO



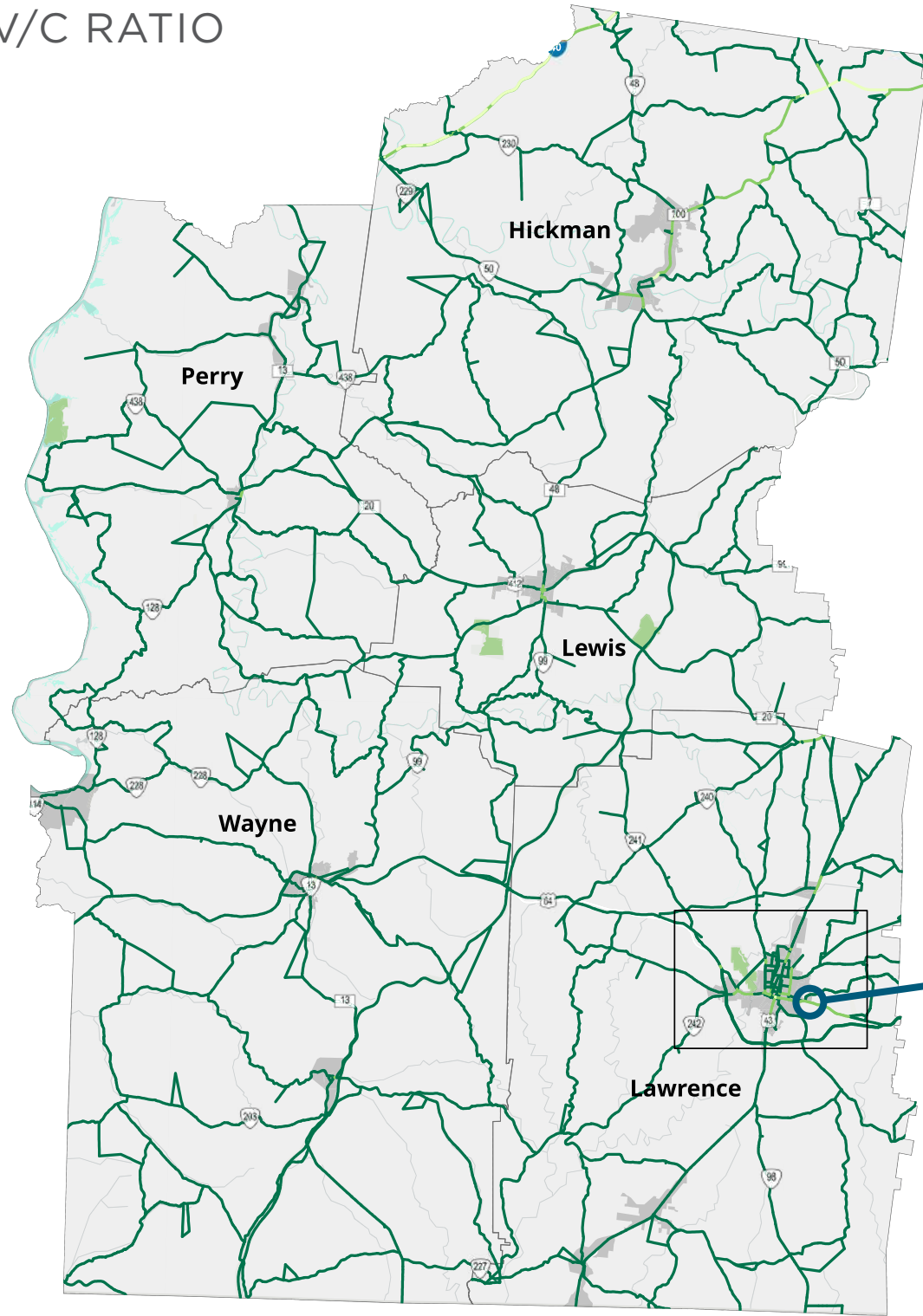
0 5 10 Miles

- V/C Ratio 2010**
- ≤ 1.206
 - ≤ 0.800
 - ≤ 0.600
 - ≤ 0.400
 - ≤ 0.200
- Interstate
 - State Route
 - Municipal Boundary
 - Parks
 - Waterways
 - County Boundary



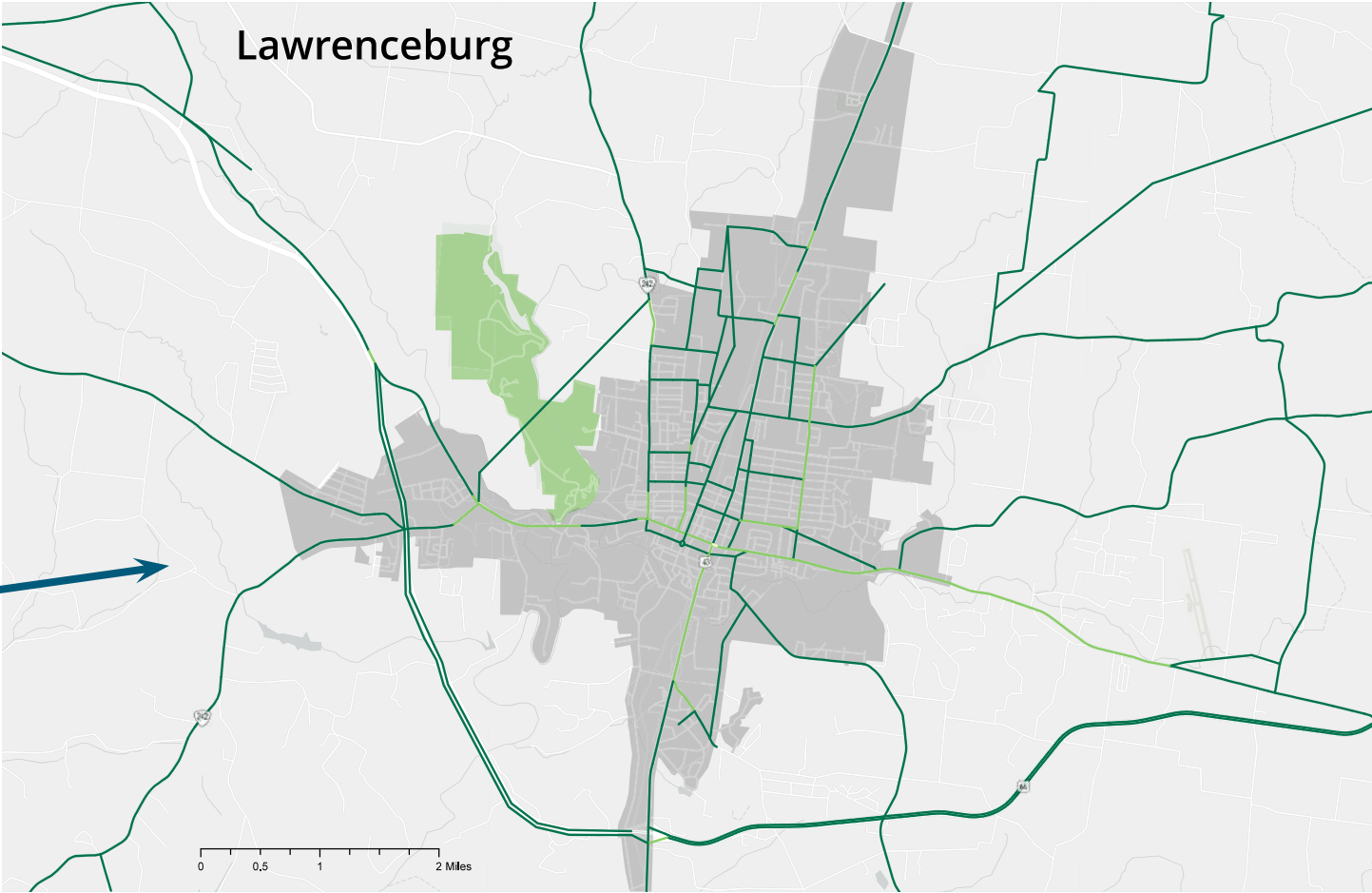
North

2040 V/C RATIO



0 5 10 Miles

- V/C Ratio 2040
- ≤1.483
 - ≤0.800
 - ≤0.600
 - ≤0.400
 - ≤0.200
- Interstate
 - State Route
 - Municipal Boundary
 - Parks
 - Waterways
 - County Boundary



TRUCK TRAFFIC

Freight movement to, and within Tennessee is highly influenced by freight industries and their specific supply chains. Proximity to the Nashville area and the I-40 corridor provide tangible benefits for the region. Interstate 40, US Hwy. 64, and US Hwy. 43 are the most important truck freight corridors in the RPO.

Most roads in the South Central West RPO have low truck traffic volumes. There is not significant interstate mileage in the South Central West RPO. Interstate 40 only runs through Hickman County. State Route 64, a main travel east-west corridor, has higher truck volumes compared to most routes in the RPO. A few road sections, such as US Hwy. 64 (SR 15) and W Gaines St. (SR 242) in Lawrenceburg also have higher truck volumes. Another major truck route is SR 43 through Lawrence County, which has the highest truck volumes in the RPO.

In the following paragraphs, routes in each county with high truck volumes are mentioned. Truck traffic volumes in each county are compared to routes in the RPO. Routes that have a higher than the statewide average for single-unit and multi-unit truck volumes are also highlighted. The single-unit truck and multi-unit shares on the traffic are compared to the statewide averages per functional class based on 2020 AADTs.

Hickman County

Hickman County has interstates 40 and 840 crossing the county which carry high truck volumes. Highway 46 (SR 46) has a truck AADT of 471. A few sections of SR 48 have truck volumes up to 386. State Route 50 also has some areas with higher truck volumes up to 331 AADT. Highway 50 and Minnie Pearl Memorial Hwy. (SR 50) have high truck percentages up to 24 percent, which is much higher than the statewide average. State Route 100 has truck volumes up to 280 AADT.

Lawrence County

Lawrence County has the highest truck volumes on its state routes compared to the other counties in the RPO. Particularly Highway 43 N./S. (SR 6) has truck volumes between 1,000 and 2,000 AADT. The multi-unit truck shares on SR 6 are primarily between 9 and 12 percent which is high compared to the statewide average of 0.7 percent for rural other principal arterials. US- Hwy. 64 and Waynesboro Hwy. (SR 15) have high truck volumes compared to most other state routes with AADT up to 892. The truck percentage reaches 12 percent, which is about double the statewide average for rural and urban principal arterials. W. Gaines St. (SR 242) has 537 AADT truck volumes and several sections of SR 242 have high truck percentages of up to 36 percent, which is very high compared to the statewide average.

Lewis County

Most of SR 20 has truck volumes between 160 and 213 AADT. State Route 48 has a few sections with truck volumes of 158 AADT. State Route 99 has sections with truck volumes up to 319 AADT.

Perry County

Highway 13 N. (SR 13) has a truck AADT of 327 and a truck percentage of 14 percent compared to the 3.31 percent statewide average. W. Main St. (SR 20) has truck volumes around 300 AADT and truck percentages up to 11 percent, which is double the statewide average for rural principal arterials. State Route 13 has truck volumes up to 173 AADT.

Wayne County

US Hwy. 64 (SR 15) has truck AADT between 650 and 915. Truck percentages are up to 32 percent, which is significantly higher compared to the statewide average of 5.0 percent for rural principal arterials. Some sections of Waynesboro Hwy (SR 13) have between 300 and 400 truck AADT and have high truck percentages between 14 and 56 percent compared to a 3.33 percent statewide average.

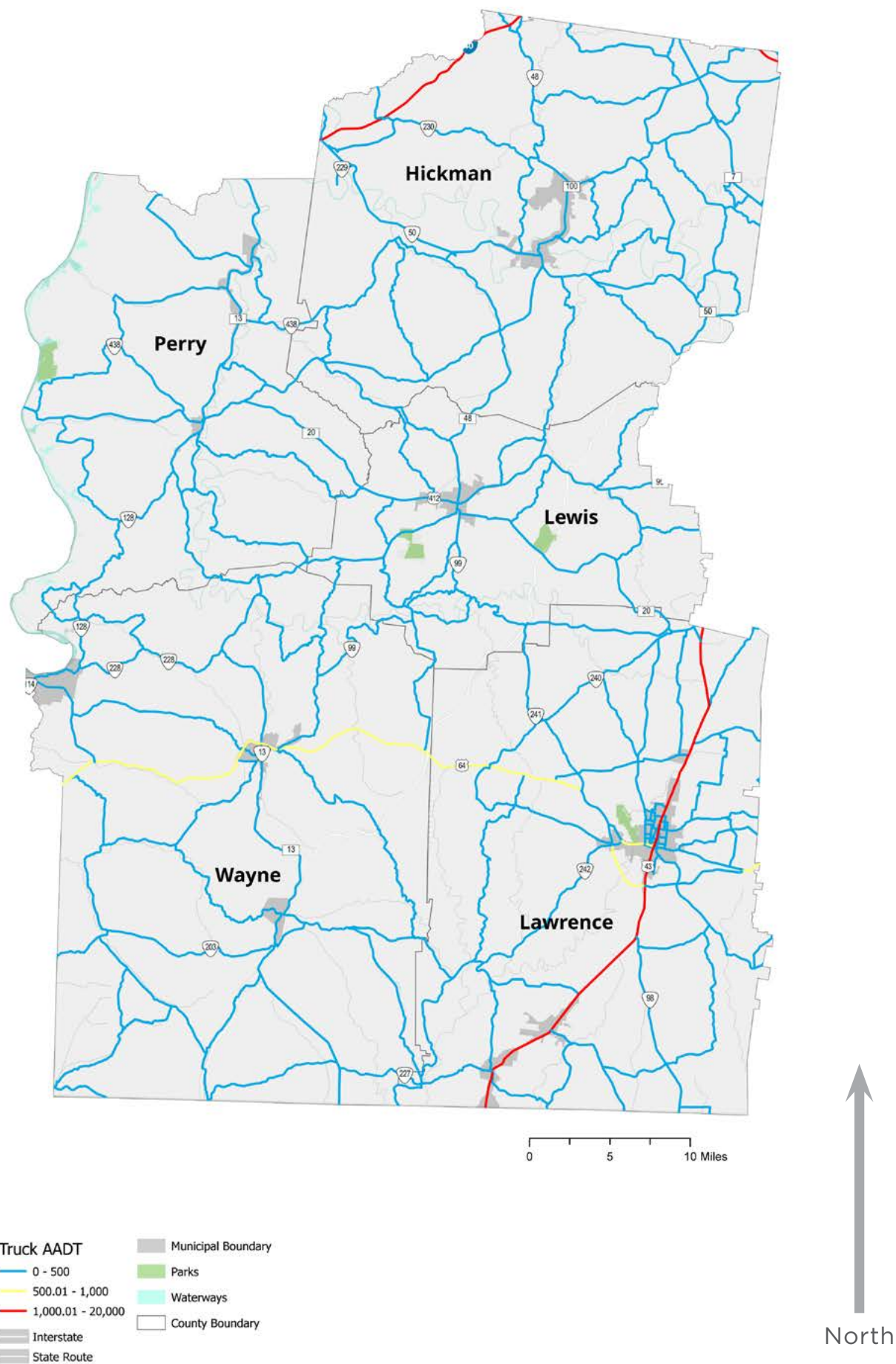


**AVERAGE OF SINGLE-UNIT AND MULTI-UNIT TRUCK SHARES
PER FUNCTIONAL CLASS**

<i>Rural System</i>						
Type Trucks	Rural Interstate	Rural Freeway	Other Principal Arterial	Minor Arterial	Major Collector	Minor Collector
Single Unit	n/a	2.76%	4.29%	3.11%	2.41%	2.10%
Multi Unit	n/a	1.12%	0.70%	0.20%	0.01%	0.09%
<i>Urban System</i>						
Type Trucks	Urban Interstate	Urban Freeway	Other Principal Arterial	Minor Arterial	Major Collector	Minor Collector
Single Unit	n/a	3.80%	3.00%	1.90%	2.20%	2.30%
Multi Unit	n/a	2.10%	2.11%	0.40%	0.20%	0.30%

Source: 2020 TN TIMES (TDOT Transportation Data Management System)

TRUCK AADT IN SOUTH CENTRAL WEST



TRAVEL BEHAVIOR

Travel Demand Management

Travel Demand Management (TDM) is a general term for strategies that increase overall system efficiency by encouraging a shift from single-occupancy vehicles (SOV) to non-SOV modes or shifting auto trips to non-peak hours. TDM strategies are designed to reduce auto trips and VMT by increasing the use of alternative travel options through incentives and disseminating information. Examples of TDM strategies include carpooling and vanpooling programs, commuter buses, park and ride lots, and expanded public transit during peak hours. Currently, there is no rideshare or park and ride lots within the RPO.

Commuting Patterns

The vast majority of workers in the South Central West RPO commute to workplaces in their resident county. This trend emerges for each county in the RPO. Therefore, commuting across counties within the RPO is relatively minimal. The following section describes the commute flows between the counties in the South Central West RPO and surrounding counties Davidson, Williamson, and Rutherford Counties. Those three counties contain Nashville, Murfreesboro, Franklin and a large number of employment places.

In Hickman County, many residents that commute travel to Davidson and Williamson Counties. Just a low number of residents commute to Lewis and Perry Counties within the RPO. Workers from Lawrence County commute to Wayne County (86.0 percent) and Lewis County (22.4 percent). Commuters also travel to Davidson, Williamson and Rutherford Counties for work. Lewis County commuters travel to Perry County (70.0 percent) and Hickman County (42.1 percent), as well as to Williamson and Davidson Counties. The majority of Perry County residents that do not work within the resident county travel to Hickman County. In Wayne County the most commuters work in Perry County (79.4 percent) and only a few commute to other counties including outside the RPO.

Commuters by Industry

The following section contains information about commuters by industry.

Overall, the largest group of commuters work in manufacturing (26.9 percent), followed by trade (17.0 percent). In Hickman County, 25.1 percent of commuters work in education. In Lawrence County, commuters evenly work in manufacturing, information, and agriculture. In Lewis County, commuters mostly work in trade (31.6 percent) and education (27.6 percent). In Wayne County, about a third of commuters work in education and a bit less than a third work in manufacturing.

COMMUTING PATTERNS IN SOUTH CENTRAL WEST

<i>Destination</i>									
	Hickman	Lawrence	Lewis	Perry	Wayne	Davidson	Rutherford	Williamson	RPO Origin Totals
Hickman	3,454	-	14	71	-	1,714	97	1,011	85
Lawrence	3	11,397	100	-	325	316	111	212	428
Lewis	102	147	2,540	222	11	136	-	184	482
Perry	118	12	45	1,686	42	89	-	7	217
Wayne	19	612	76	24	3,608	63	5	22	731
Davidson	79	-	-	-	39				
Rutherford	-	-	-	-	-				
Williamson	40	-	17	-	-				
RPO Destination Totals	242	771	235	317	378				

Note: RPO Totals exclude trips where the origin and destination are within the same county.

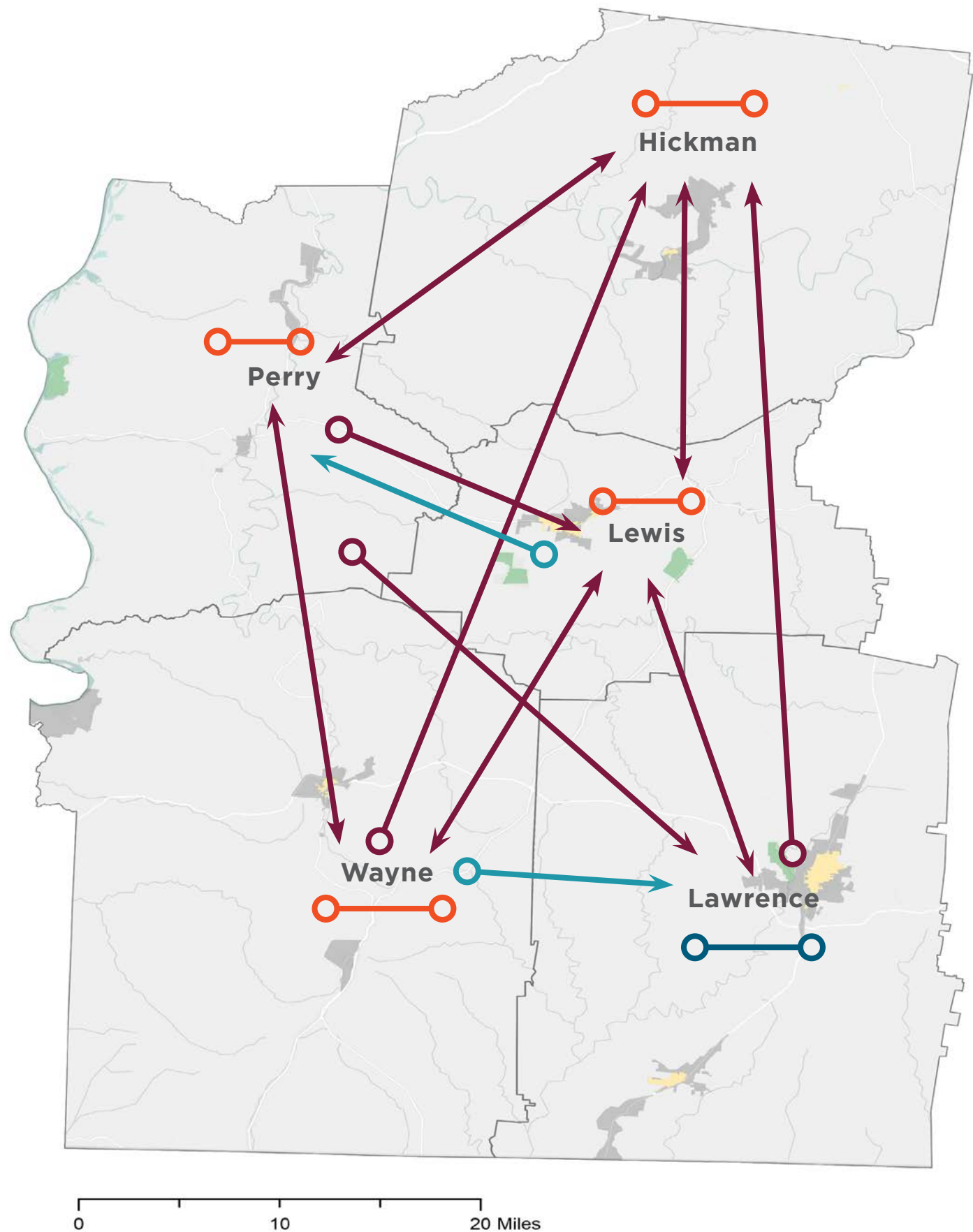
Source: U.S. Census Bureau, American Community Survey 2012-2016 Five-year estimates. Special Tabulation: Census Transportation Planning

COMMUTING PATTERNS IN SOUTH CENTRAL WEST BY INDUSTRY

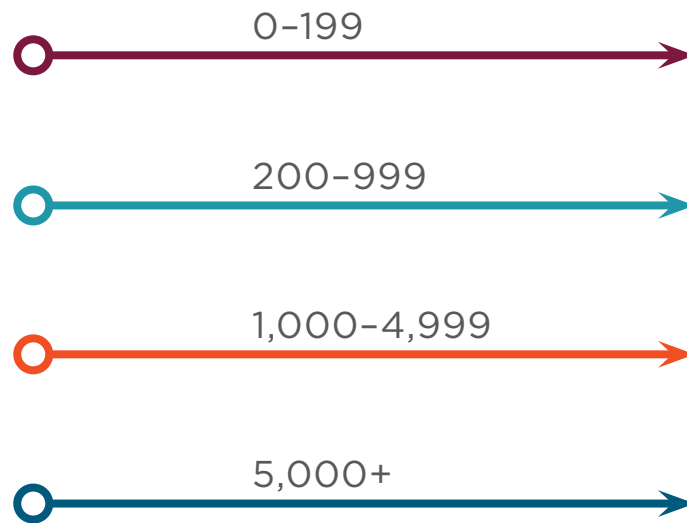
<i>Industry</i>								
	Agriculture	Arts	Education	Information	Manufacturing	Other	Trade	County Totals
Hickman	40	-	60	45	15	69	10	239
Lawrence	130	-	65	140	150	110	80	675
Lewis	35	20	69	19	28	-	79	250
Perry	85	4	8	4	245	-	155	501
Wayne	10	4	100	45	90	40	10	299
Davidson	404	65	284	320	260	285	405	2,023
Rutherford	10	23	29	25	159	15	45	306
Williamson	258	75	335	314	115	160	195	1,452
RPO Industry Totals	300	28	302	253	528	219	334	1,964

Source: U.S. Census Bureau, American Community Survey 2012-2016 Five-year estimates. Special Tabulation: Census Transportation Planning

NUMBER OF COMMUTING RESIDENTS



Number of Commuters from Origin to Destination



-  Activity Centers
-  Municipal Boundary
-  Parks
-  Waterways

SAFETY

TDOT Safety Projects

Rural road safety is of concern to TDOT. Local road agencies often do not have the resources needed to address safety problems adequately. Throughout the South Central West RPO, there have been a total of 47 Safety projects performed in 2016- 2020. These projects include Local Roads Safety Initiative, Road Safety Audit, and Spot Safety Improvements. The Local Roads Safety Initiative provides assistance to local governments outside Metropolitan Planning Organization (MPO) planning areas to improve safety issues on non-State Routes in their jurisdictions. A Road Safety Audit (RSA) is comprised of a multi-disciplinary management team to improve the safety of roadways and intersections for all users. RSAs are intended to eliminate or alleviate safety concerns that have been identified when studying crash data and from actual field investigations. Another safety project that TDOT provides is Spot Safety Improvements. These projects are typically used on or at intersections with State Routes in areas where the population is less than 50,000.

TDOT revisits need and scope for projects already in the pipeline Tennessee DOT created the Expedited Project Delivery (EPD) process to address decades of project backlog. TDOT had a backlog of more than 800 roadway projects in various phases of development, with total costs estimated at \$6.1 billion. Several projects had been in the TDOT work program for many years with little to no progress, mainly due to high estimated costs and lack of funding.

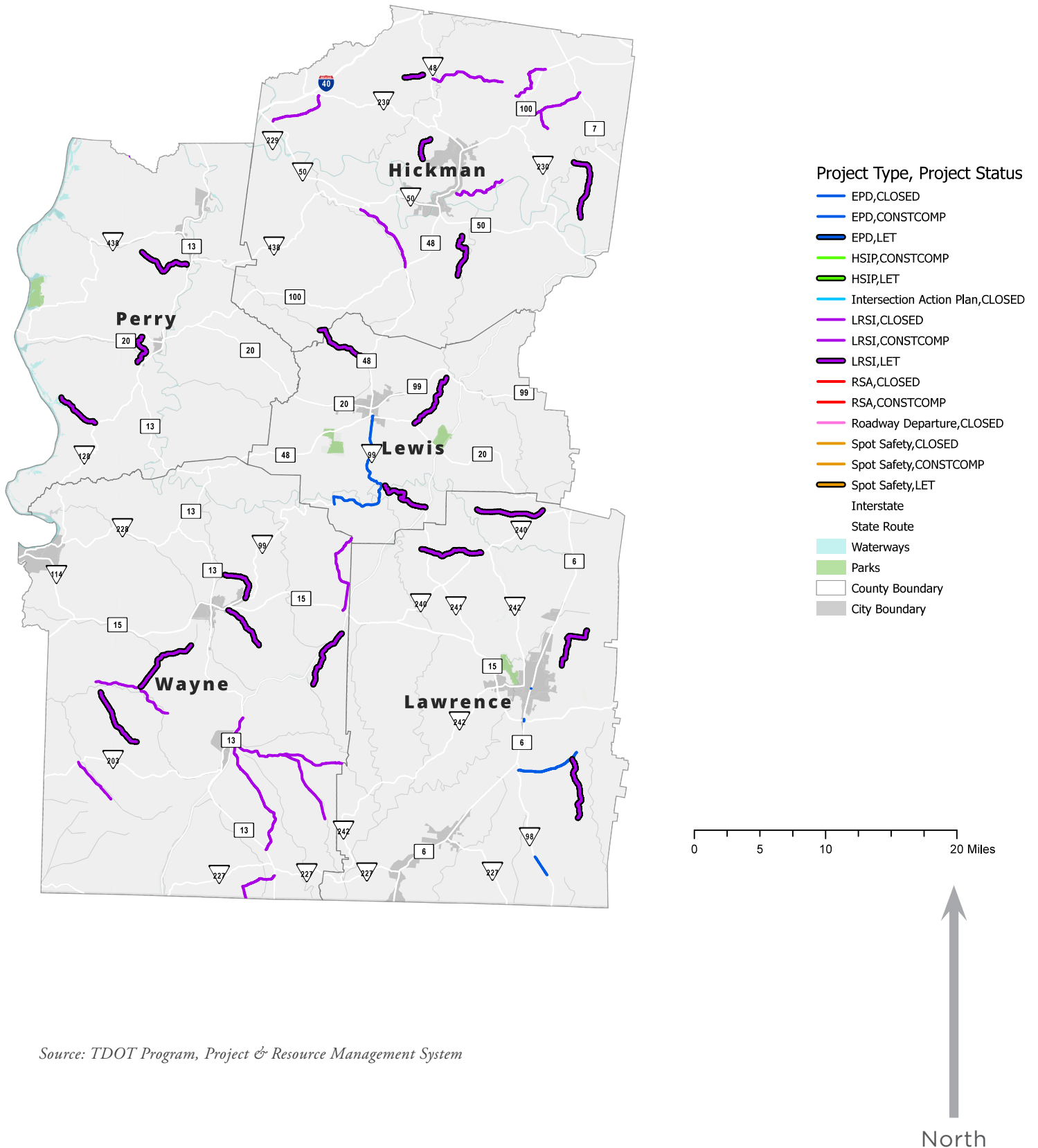
A large portion of these projects in the RPO have been completed or are currently underway. The scope of work varies from each county, but could include signing, pavement marking, guardrails, and flashing beacons, in addition to other miscellaneous safety improvements. For additional details of safety projects in the region, please see the Appendix.

Crashes

According to the Tennessee Department of Safety and Homeland Security, there were a total of 9,327 vehicle crashes from 2016-2020, and 45 bicycle and pedestrian- related crashes in the South Central West RPO during that time. Identifying locations where crashes are concentrated can reveal potential areas for safety interventions. The analysis in this section is not exhaustive but is a regional overview of total crashes. Lawrence County has the highest total and percentage of crashes within the RPO at 3,936 during the years 2016 to 2020. The lowest total of crashes is in Perry County at 447.

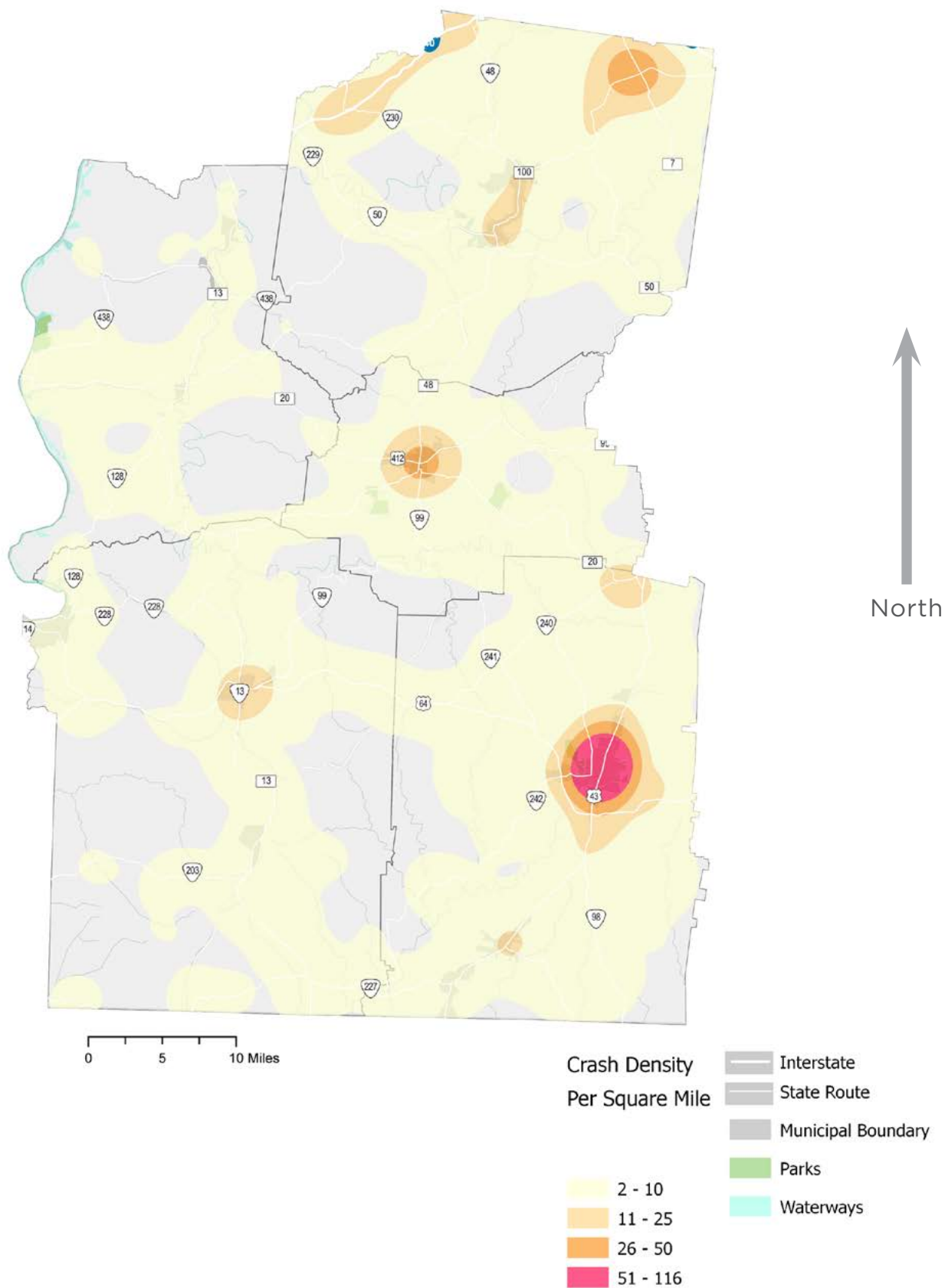
Bicycle and pedestrian- related crashes were included in this analysis. Of the 45 crashes, 5 of those individuals were cycling while 40 were on foot. Most of these crashes occurred during the day and during clear weather conditions. Lawrence County had 20 of these crashes, while Hickman County had 20, followed by Lewis and Wayne County with 4 and 2 in Perry County.

TDOT SAFETY PROJECTS



Source: TDOT Program, Project & Resource Management System

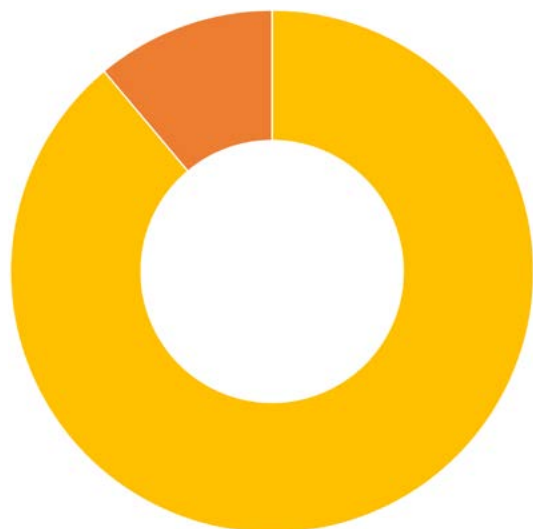
VEHICLE CRASH DENSITY IN SOUTH CENTRAL WEST



SOUTH CENTRAL WEST RPO VEHICLE CRASHES

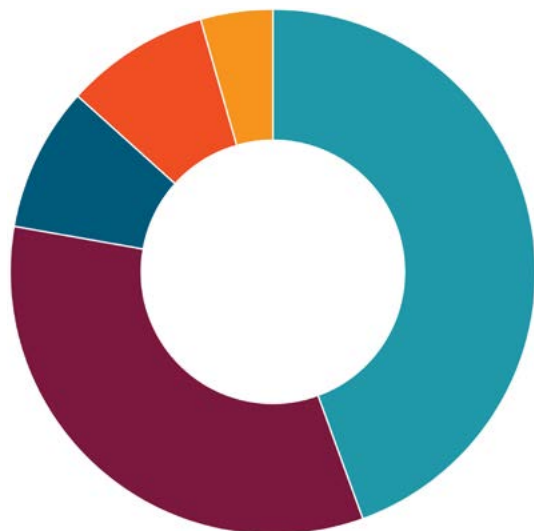


- Hickman - 2,691 (28.85%)
- Lawrence - 3,936 (42.20%)
- Lewis - 904 (9.69%)
- Perry - 447 (4.7%)
- Wayne - 1,349 (14.46%)



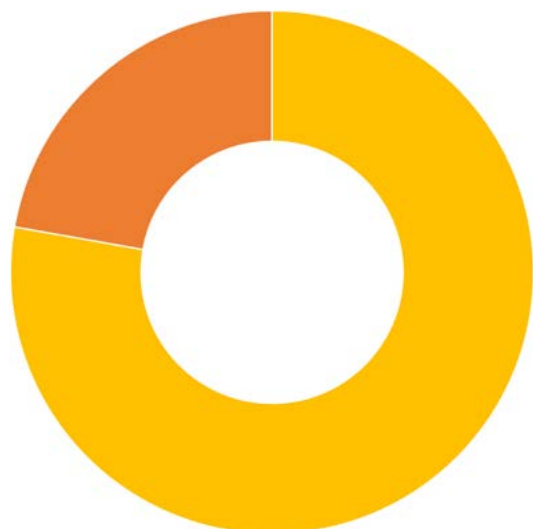
Bicycle & Pedestrian Crashes
in South Central West

- Bicycle (5) (11.11%)
- Pedestrian (40) (88.89%)



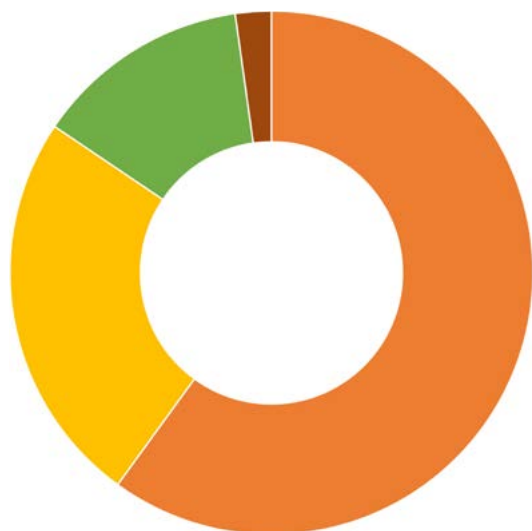
Bicycle & Pedestrian Crashes
by County

- Hickman (15) (33.33%)
- Lawrence (20) (44.44%)
- Lewis (4) (8.89%)
- Perry (2) (4.44%)
- Wayne (4) (8.89%)

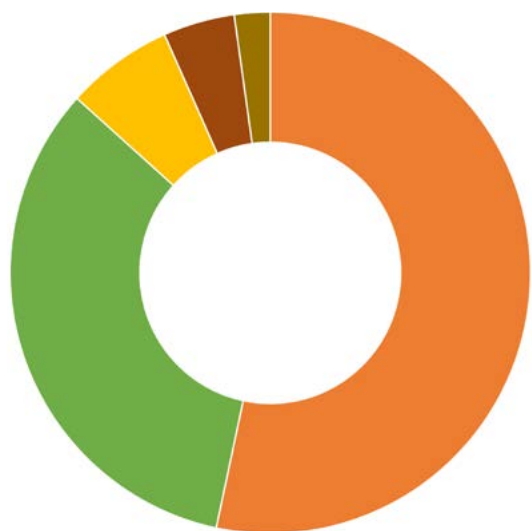
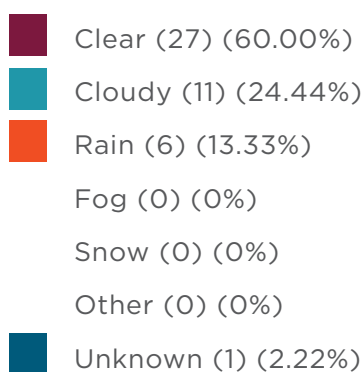


Bicycle & Pedestrian Crashes
by Location

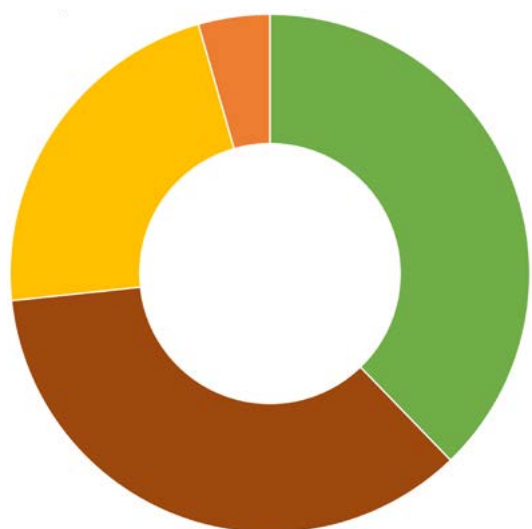
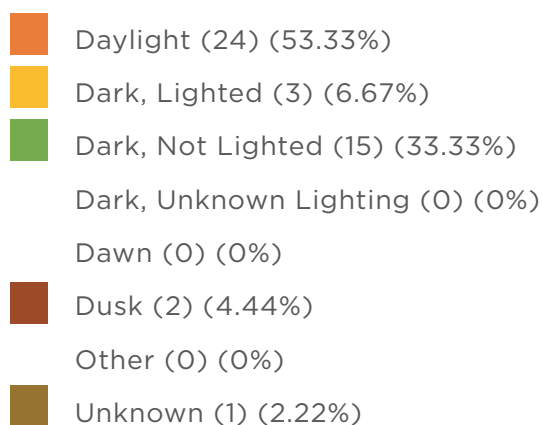
- Intersection (10) (22.22%)
- Midblock (35) (77.78%)



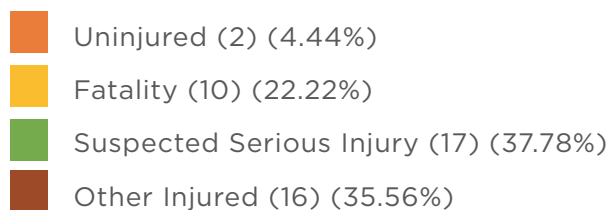
Bicycle & Pedestrian Crashes by Weather Conditions



Bicycle & Pedestrian Crashes by Light Conditions



Bicycle & Pedestrian Crashes by Severity



MULTIMODAL FACILITIES

Bicycle Level of Service (BLOS)

Tennessee's statewide Bicycle Plan Update was completed in 2011. In 2016, TDOT prepared a State Bicycle Route System Update, which included a bicycle suitability analysis of Tennessee's roadways. A total of 12,600 miles of state and federal highways were rated bicycle suitability using the Bicycle Level of Service (BLOS) methodology. Roadway inventory data for the calculation of the BLOS was taken from TRIMS.

The inputs for calculating the BLOS index are flow rate*, the effective width of the road segment, and the effective speed factor. The result is an overall score about on-road bicyclist comfort level as a function of a roadway's geometry and traffic conditions. The score depends on the percentage of heavy vehicles and FHWA's 5-point pavement surface rating for each road segment. The score is also dependent upon the percentage of heavy vehicles and FHWA's 5-point pavement surface rating for each road segment. The score resulting from the BLOS equation is converted into a LOS A-F letter grade score where A is best, and F is worst. Roads with a LOS A through D are considered suitable for bicycle travel, and roads with a LOS E and F are not suitable for bicycle travel.

The majority of roads in the South Central West RPO are considered suitable for bicycle travel. There are 484.9 miles or 68.2 percent of state roads that have BLOS A-D. Most suitable for bicycle travel are the routes with BLOS A, which constitutes 108.6 miles (15.3 percent). Routes with BLOS A, for example, are SR 15 in Lawrence and Wayne Counties, SR 50 in Hickman County, SR 99 in Lewis County, SR 114 in Wayne County, and SR 7 in Hickman County. About 30 percent (219 miles) of routes have BLOS D, which still is considered suitable but is borderline to becoming unsuitable for bicycle travel. Those roads have the potential to have a worse BLOS if traffic increases.

State routes with a BLOS E and F are unsuitable for bicycle travel. Those constitute 31.8 percent or 226.1 miles of state roads in the South Central West RPO. Examples of routes least suitable for bicycle travel that have BLOS E are SR 438 in Hickman and Perry Counties, SR 20 in Lawrence, Lewis, and Perry Counties, and SR 13 in Perry and Wayne Counties. State Route 230 and SR 100 in Hickman County have BLOS F as well as SR 13 in Perry County. Several other sections of various state routes show a BLOS F within municipal limits.

Bicycle Lanes and Sidewalks

There are currently no bicycle lanes in the South Central West RPO. However, TDOT has designated some state routes suitable for bicycle travel as explained in the above section.

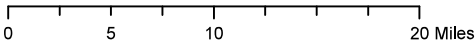
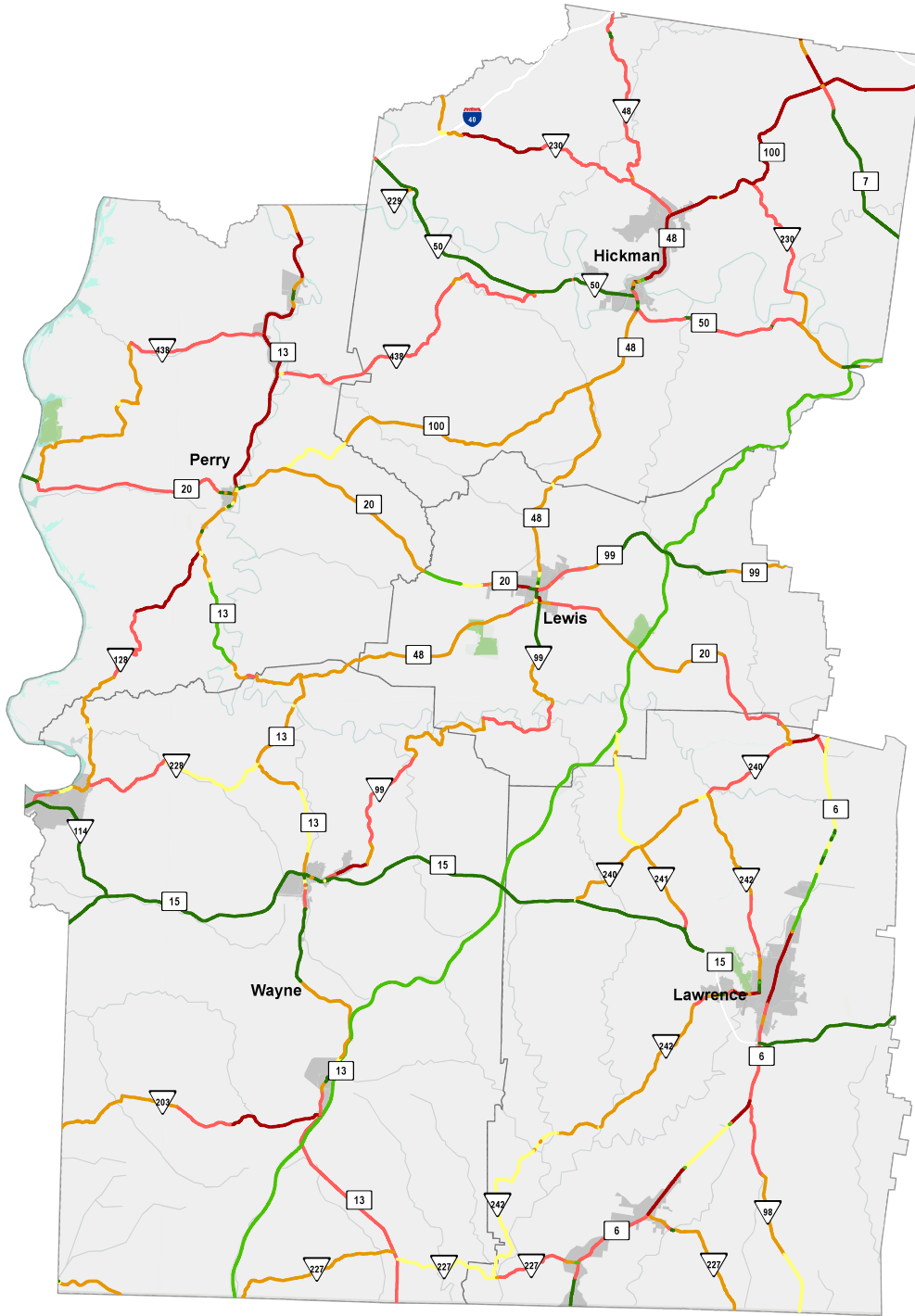
The South Central West RPO has 51 sidewalks or 4.6 miles of sidewalks. Wayne County has 1.5 miles of sidewalks and Hickman County has 1.3 miles of sidewalks. Perry and Lewis Counties have the lowest number and mileage of sidewalks.

[TDOT has an Active Transportation Plan that was updated in 2021.](#)

SOUTH CENTRAL WEST RPO SIDEWALKS

<i>County</i>	<i>Number of Sidewalks</i>	<i>Total Miles</i>
Hickman	12	1.27
Lawrence	13	1.07
Lewis	9	0.597
Perry	4	0.245
Wayne	13	1.464
Total sidewalk miles:		4.646

BICYCLE LEVEL OF SERVICE



Grade

A

B

C

D

E

F

City Boundary

Interstate

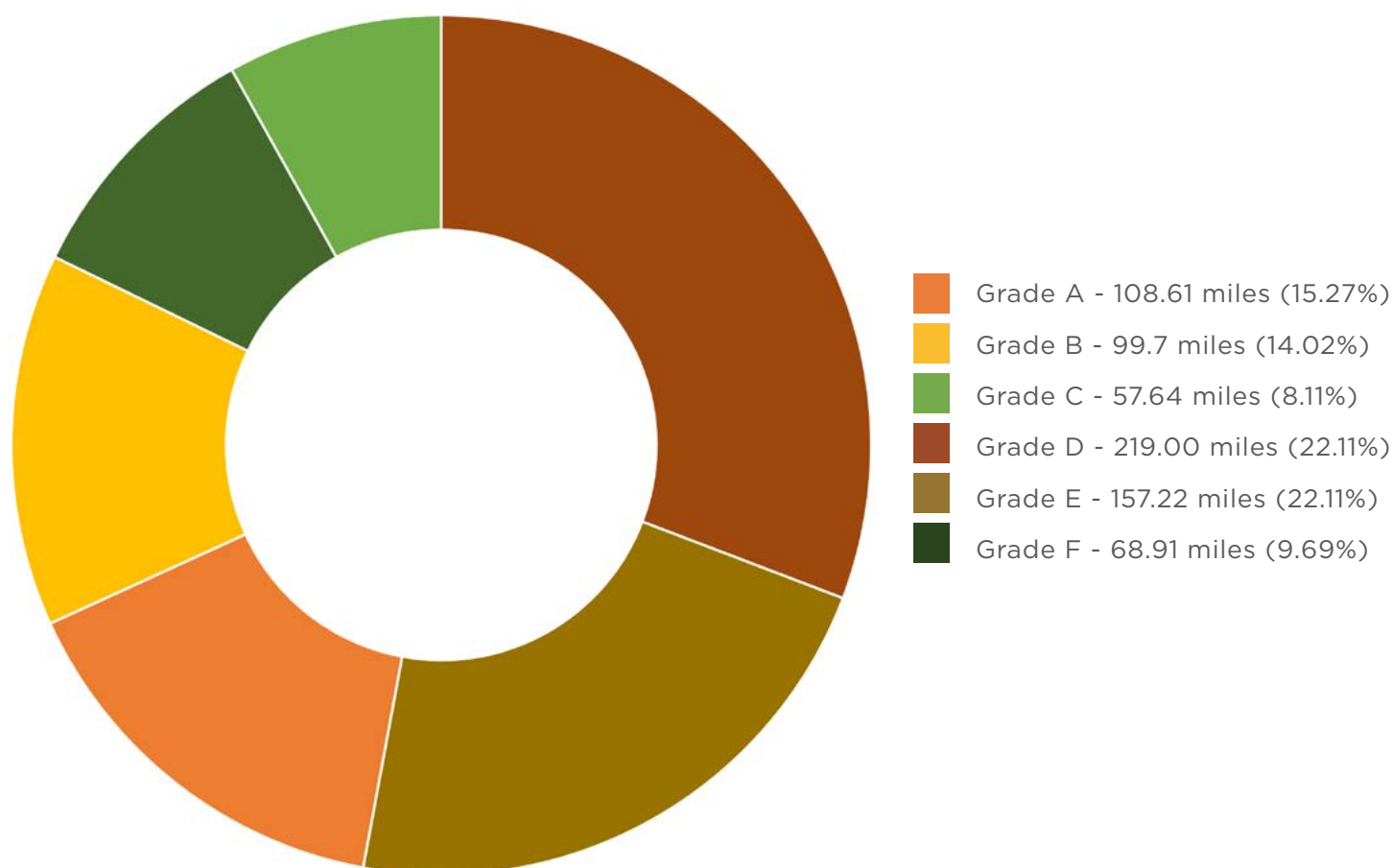
State Route

Parks

Waterways

County Boundary

BICYCLE LEVEL OF SERVICE



State Routes Most Suitable for Bicycle Travel

State Route 15 in Lawrence and Wayne Counties (BLOS A)

State Route 50 in Hickman County (BLOS A)

State Route 99 in Lewis County (BLOS A)

State Route 114 in Wayne County (BLOS A)

State Route 7 in Hickman County (BLOS A)

State Routes Least Suitable for Bicycle Travel

State Route 438 in Hickman and Perry Counties (BLOS E)

State Route 20 in Lawrence, Lewis, and Perry Counties (BLOS E)

State Route 100 in Hickman County (BLOS F)

State Route 230 in Hickman County (BLOS E)

State Route 13 in Perry and Wayne Counties (BLOS E)

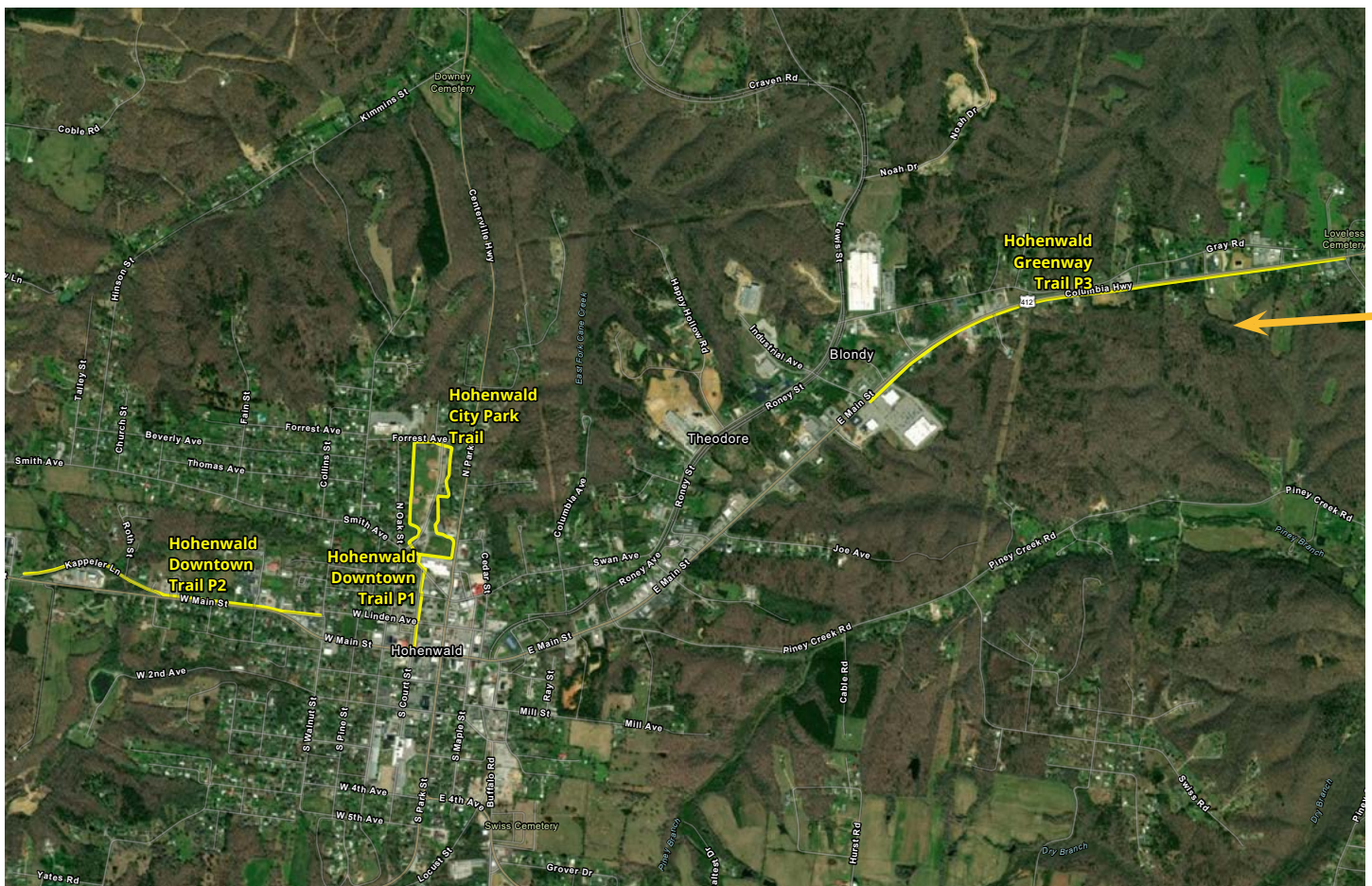


Greenways

The South Central West RPO has a total of 3.7 miles of greenways throughout the region. The greenways are located in Lewis County. Greenways are not limited to urban or suburban communities, and the growth and development of greenways within the RPO should continue to be an area of focus. Throughout the planning process, communities within the South Central West RPO stressed the importance of multimodal access. Greenways and trails have the ability to spur economic and community development while also serving the local communities surrounding them. There are many benefits to trails and greenways in rural communities. These benefits include:

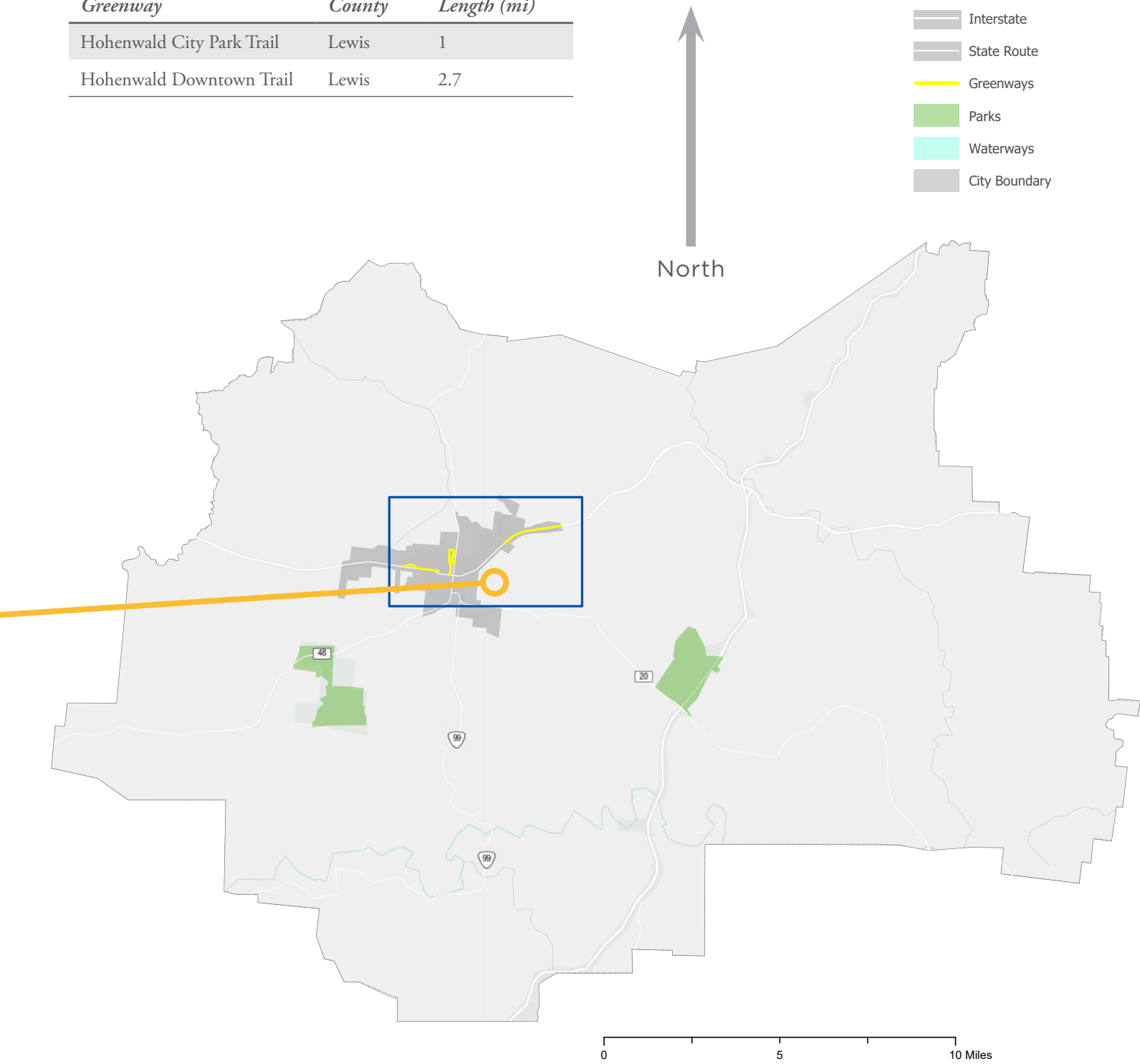
- Providing recreation options for persons of all ages
- Conserving open spaces and the environment
- Encouraging physical activity
- Preserving important cultural and historical places and events
- Creating gathering spaces for communities
- Providing accessibility to natural resources

HOHENWALD GREENWAYS



GREENWAY TRAILS

GREENWAYS IN SOUTH CENTRAL WEST RPO		
Greenway	County	Length (mi)
Hohenwald City Park Trail	Lewis	1
Hohenwald Downtown Trail	Lewis	2.7



Public Transportation

Public transportation includes public transit- fixed-route and demand response services, volunteer transportation, and private providers. The South Central Tennessee Development District is the primary transit agency in the South Central West RPO. Fixed-route service is currently available through the South Central Tennessee Development District Public Transportation. The Connection and SCATS Routes are fixed route multi-county service providers. Demand-response transit is provided throughout the region with a minimum of 24-hour notice prior to the trip. This service is available for daily household errands, medical appointments, home and workplace trips, including to daycare if necessary.

The South Central Area Transit Service (SCATS) ridership numbers decreased between the years 2019 and 2020 mostly due to the Covid-19 pandemic. Most counties saw a decrease in ridership between 37 and 45 percent. A lot less residents used public transportation to go places. This trend is consistent throughout the region and nation.

[TDOT has a Mobility and Accessible Transportation Plan \(updated March 2021\).](#)

SOUTH CENTRAL WEST RIDERSHIP (FROM SCATS)

	2019	2020	Percent Change
Hickman	5,399	5,357	-0.77%
Lawrence	15,772	8,549	-45.79%
Lewis	6,648	4,073	-38.73%
Perry	15,794	9,895	-37.34%
Wayne	10,276	6,131	-40.33%

HUMAN RESOURCES AGENCY (HRA)





PUBLIC PARTICIPATION PROCESS

Public participation throughout the RPOs across the state of Tennessee is an important element of transportation planning. The TDOT Long Range Planning Division has made efforts and will continue to encourage and engage more public participation from the rural communities it serves. It is significant for locally elected officials who often serve on the RPO's Executive and Technical Committees, business owners, and the general public to be actively involved in the planning process. TDOT's Long Range Planning Division will continue to conduct a planning process that encourages outreach and considers local input in decisions and policy making.

TDOT's Public Involvement Plan was last updated 2007 and can be found here: <https://www.tn.gov/content/dam/tn/tdot/documents/government-how-do-i-documents/pip.pdf>

Five input meetings were held at various locations within each county located in the South Central West RPO. The feedback and input from the meetings served as a helpful tool in the development of the plan. The purpose of these meetings was to engage with stakeholders outside of the formal RPO bi-annual meetings. In addition to gaining insight from other community members who may not currently be involved in the RPO process, we wanted to expand the opportunity to others within their respective counties to provide input. This opportunity allowed for the Office of Community Transportation (OCT) Planners to hear firsthand where safety, corridor, intersection, or maintenance issues vary among stakeholders; however, County Mayors, Municipal Mayors, Roadway Superintendents, as well as representatives of the Chamber of Commerce, Public Works, Emergency Management, and School Board were invited and encouraged to attend and participate.

PUBLIC INPUT MEETINGS

<i>Date</i>	<i>County</i>	<i>Location</i>
February 25, 2019	Perry	Linden City Hall, 216 E. Main Street Linden TN 37096
February 28, 2019	Hickman	Hickman County Emergency Operations Center (EOC building), 550 Highway 100 Centerville TN 37033
February 25, 2019	Lewis	Hohenwald/Lewis County Emergency Operations Center (EOC), 103 N. Oak Street Hohenwald TN 38462
February 26, 2019	Wayne	Wayne County Courthouse, 3rd floor 100 Court Circle Waynesboro TN 38485
February 26, 2019	Lawrence	Lawrence County Administrative Center, 200 W. Gaines Street, Suite 201 Lawrenceburg TN 38464



REGIONAL GOALS



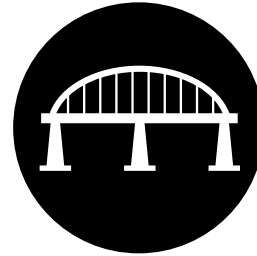
GOAL 1: Monitor the Region's freight traffic while supporting the movement of goods through the Region.

Objective:

Continue to identify hazardous roadway segments and intersections

Strategies:

- Create a reporting mechanism for freight incidents
- Post additional signage that prohibits freight
- Encourage law enforcement to enforce local ordinances regarding freight
- Enact ordinances prohibiting freight from specific roadway segments
- Identify and contact local freight businesses to address any local freight concerns or issues



GOAL 2: Increase multimodal access and support existing infrastructure.

Objective:

Work with local communities to encourage land use planning and development that is conducive and supportive of pedestrians

Strategies:

- Public education and awareness
- Provide appropriate signage
- Retrofit infrastructure or upgrade existing infrastructure to support pedestrian needs
- Develop policy to evaluate multimodal options
- Develop land use policy to support multimodal strategies
- Encourage local governments to update current land use policy to encourage more connectivity for pedestrians
- Encourage local governments to offer transit options connected to recreational areas
- Partner with area school districts, where appropriate, to establish policies that support and provide adequate pedestrian alternatives



GOAL 3: Improve safety throughout the Region.

Objective:

Coordinate with local Roadway Superintendents, Office of Community Transportation, and TDOT's Project Safety Office

Strategies:

- Coordinate with TDOT and local law enforcement officials
- Encourage Law Enforcement
- Provide more planning and identification of potential areas of concern (i.e. intersections, crosswalks, and segments of roadways)
- Identify and contact local freight businesses
- Evaluate and identify funding sources to assist in the improvements



GOAL 4: Support the State's efforts to better serve rural Tennessee.

Objective:

Continue serving distressed and at-risk rural communities.

Strategies:

- Continue to support the Executive Order placed on all state departments to provide a statement of rural impact to better serve RPO's
- Partner with other state agencies, local governments and the development district
- Work with communities to identify transportation infrastructure needs to attract economic development

The South Central West Regional Rural Transportation Plan reviews all needs and community aspirations based on future planning. The goals will be used to guide future planning throughout the region and will serve as a building block for future plans and initiatives.

The top regional goals were identified by recurring themes and patterns shared by the five counties that comprise the South Central West RPO. These needs and wants were shared during each county's one-on-one meeting. During these meetings, each county was provided an opportunity to share its long-range transportation goals. After each one-on-one session, there was a South Central West RPO workshop meeting where the dissemination of information and analysis were shared with each county. All data collected during these meetings and workshops were incorporated into the goals and objectives section of the plan. Each county will be provided a strategy and objectives to assist reaching future long-term visions.

RECOMMENDATIONS

This section of the plan is a compilation of community concerns identified during the community engagement process. Each county in the South Central West RPO had an opportunity to share and identify potential areas that would require further analysis, which would determine the next steps for the identified areas. The recommendations presented in this section are all quantitative-based. Each identified item was thoroughly examined by TDOT's Data Visualization Office located within the Long Range Planning Division. These recommendations guarantee neither implementation nor funding but provide identified needs for the South Central West RPO in the future.

These projects have been analyzed and reviewed for the purposes of the Rural Regional Transportation Plan; however, that process does not mitigate nor circumvent the Community Transportation Planning Request process as well as Strategic Transportation Investments Division (STID) formal process. The maps are separated by county and project type. The two main project types analyzed were multimodal and safety. Aside from multimodal and safety, the following project types were identified during the community engagement process: freight, resurfacing/repaving, and maintenance.

In the following pages of this section, some maps provide the location, type of project and the origin of the identified transportation need. The graphic on the right is provided for reference purposes. Within the legend, there are three headers: multimodal, safety, and other projects. If projects did not fit under multimodal or safety, they were categorized as other projects. Circles, squares and triangles represent the project type. Colors also highlight how each project was identified. Blue shapes signify that either the Long Range Planning Division (multimodal) or STID (safety) identified the project as a priority, whereas black represents a community-identified project. Red shapes signify public stakeholders. Green shapes are projects identified by public stakeholders that are otherwise not classified under multimodal or safety.

Certain indexes were measured to calculate potential multimodal needs for segments identified by community members of the South Central West RPO. These indexes include equity, demand, supply,

and safety. Equity accounted for demographic populations such as low-income; non-white; persons 65+; persons 18 and under; and households without vehicles. Demand accounted for population density; employment density; schools; commercial uses; recreation areas; and other land uses. Supply accounted for posted speed limit; number of travel lanes; width of roads; sidewalk presences; bike lanes; and traffic volume. Safety accounted for pedestrian crashes and bicycle crashes. Only counties within the South Central West RPO were compared with one another in this analysis. The analysis took a regional approach to evaluate multimodal needs. Each index was scored and weighted; from there, each county was ranked.

The safety component of the recommendation section is based upon the Local Roads Safety Initiative (LRSI). This initiative identifies and reviews roadway segments of local non-state routes in counties or sections of counties not represented by an MPO with disproportionate occurrences of fatal and serious injury crashes. This data is currently being updated and processed. Once the final data and analysis are available, this portion of the plan will be updated to reflect the final safety projects.

Future Guidance on Planning Requests

In addition to the new project prioritization methodology, Long Range Planning has developed a process through which communities can submit requests to TDOT for new projects. In the past, elected officials most often requested projects through direct communication with the Commissioner or their representatives in the General Assembly. This made it difficult for regional staff to track project requests and status within TDOT. These types of requests sometimes weren't processed on time or had little to no follow-up, particularly in times of staff turnover.

The Community Transportation Planning Request (CTPR) process funnels requests through the RPO Coordinator. The coordinator collects data and works with the local jurisdiction to formulate the request in a standardized TDOT format developed by OCT. A draft report highlighting existing conditions and local perspectives on

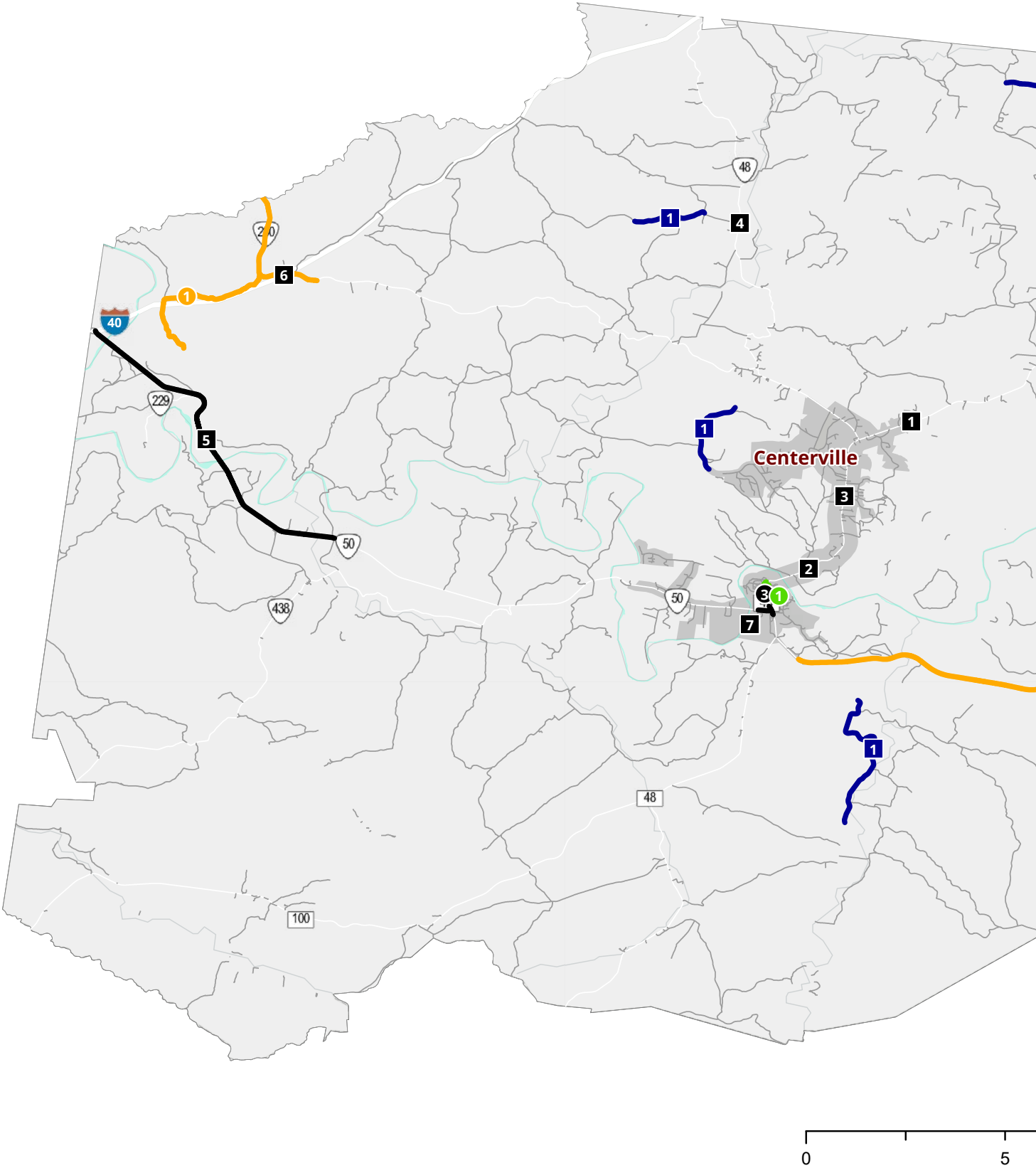
the need is submitted to TDOT's Strategic Transportation Investment Division (STID). STID develops data-driven Transportation Investment Reports for new projects to determine whether they are necessary prior to recommending alternatives that would provide a solution to the particular transportation issue. This new process has received feedback from local communities on its value and utility. They appreciate that the state now has a formal process of receiving and processing local requests for new projects.

The CTPRs are completed by the RPO Coordinator and then submitted to the OCT regional staff. Next, if the request is warranted and approved, a "Needs Assessment" would be conducted by STID. If the project is deemed necessary, then the project may be designated a "New Start" during the PE phase once funding is available. The project could also be deemed not necessary; at that point, no further action is needed, and the community will be notified of the decision. If the project is needed, funding is allocated, and a formal study is conducted by TDOT's STID and Long Range Planning Division. The project would then enter the Project Development Process, which includes an Environmental Review (NEPA), Right-of-Way (ROW) determinations, and the Design and Construction phases, in that order. The flow of processes is standard for the majority of TDOT projects, including those in the IMPROVE Act. OCT will monitor the status of a project, and status updates will be regularly shared with the RPO Coordinator.

If the CTPR involves pavement, the following process will occur. The CTPR would be completed by the RPO Coordinator and then submitted to the OCT regional staff. Next, a "Needs Assessment" would be conducted by regional staff in conjunction with the Headquarters Pavement Office. If the project is deemed necessary, then the project may be added to the three-year resurfacing plan. The project could also be deemed not necessary; at that point, no further action is needed and the community will be notified of the decision. If the project is needed, funding is allocated. The project would then enter the Project Development Process, OCT will monitor the status of a project, and status updates will be regularly shared with the RPO Coordinator.



HICKMAN COUNTY RECOMMENDATIONS



Multimodal

- 1 Missionary Ridge Rd. LM 0 to LM 3.14
- 2 Lyles Rd. LM 8.36 to LM 8.37
- 3 Pedestrian improvements in Centerville at the intersections of N. Central Ave., Church St., E. Public Sq. and N. Public Sq.

Safety

- 1 Various Local Roads (LRSI)
- 1 Sight distance concern at the intersection of Grays Bend Rd. and SR-100 (Hwy-230)
- 2 Sight distance concern (bluff) at the intersection of Defeated Creek Rd. and SR-100
- 3 Additional development occurring at the intersection of Bulldog Blvd. and SR-48 (Hwy-100)
- 4 Signalization at the intersection of Pinewood Rd. and SR-48 (Hwy-100)
- 5 Traffic calming along SR-50 (Hwy-229) near I-40
- 6 Accidents at Exit-152 on I-40
- 7 Accidents occurring at SR-50 W. (Minnie Pearl Highway) and SR-100 (Hwy-48)

Freight

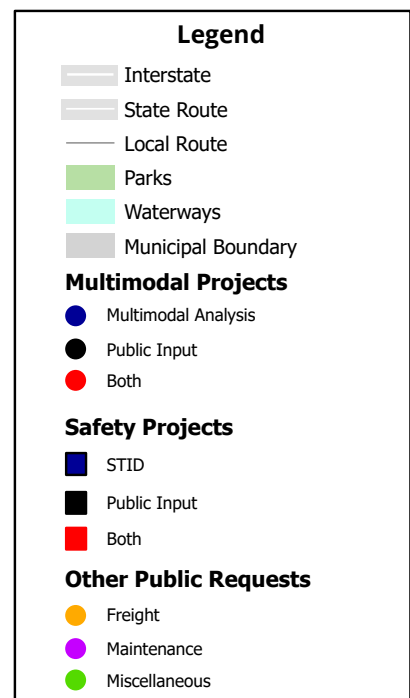
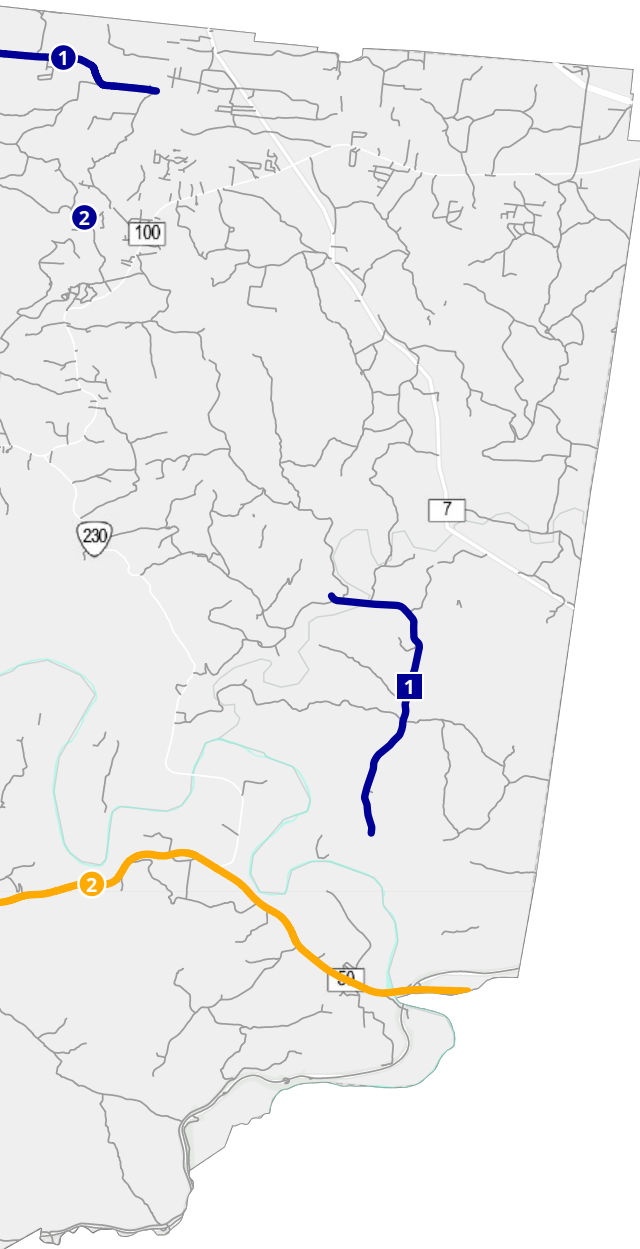
- 1 Bucksnot Rd. is used as an alternative route by trucks during I-40 closures (no trucks)
- 2 Heavily traveled freight route along SR-50 (Hwy-229) includes corridor from SR-50 East to the Maury County line

Miscellaneous

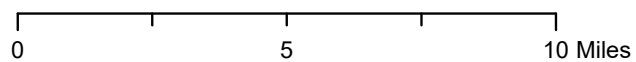
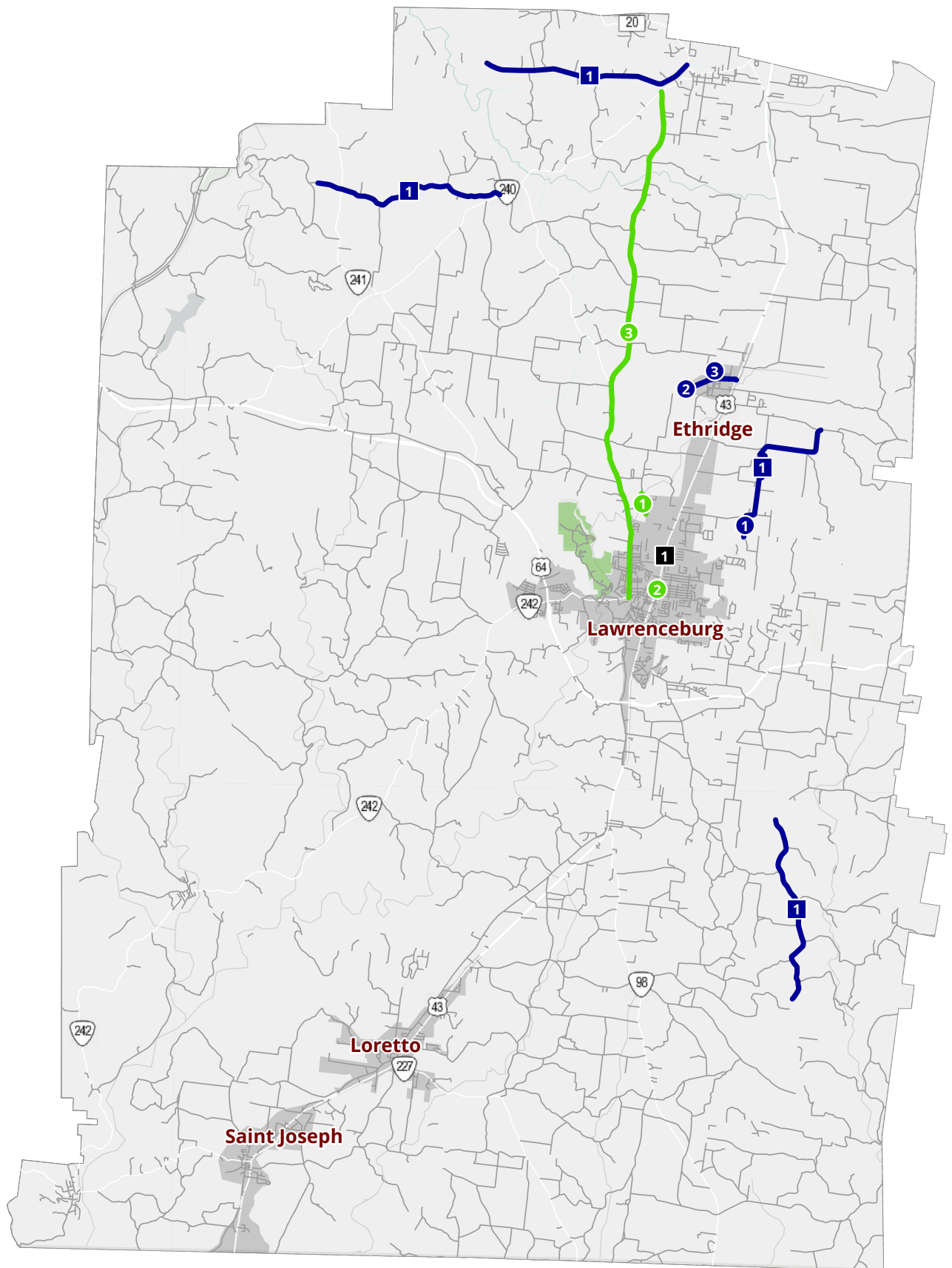
- 1 Signalization at the intersection of East Swan St. and SR-48 (Hwy-100)

LM = Log Mile

LRSI = Local Road Safety Initiative



LAWRENCE COUNTY RECOMMENDATIONS



Multimodal

- ① Community Rd. LM 7.46 to LM 7.97
- ② Main St. LM 0 to LM 1.44
- ③ N. Church Ave. LM 0 to LM 0.39

Safety

- ① Various Local Roads (LRSI)
- ① Signalization at SR-6 (Hwy-43) and Rick’s Barbeque

Miscellaneous

- ① Flooding at Low Water Bridge Crossing along Mt. Arrat Rd.
- ② Flooding along SR-6 (N. Locust Ave.) between 3rd and 4th St. in Lawrenceburg
- ③ Widening of Buffalo Rd.
- Not mapped: Amish community need additional resources for Horse and Buggy sharing the roadways
- Not mapped: Guardrails throughout county

Maintenance

- Not mapped: Resurfacing/Repaving throughout county

LM = Log Mile
LRSI = Local Road Safety Initiative



Legend

Interstate

State Route

Local Route

Parks

Waterways

Municipal Boundary

Multimodal Projects

Multimodal Analysis

Public Input

Both

Safety Projects

STID

Public Input

Both

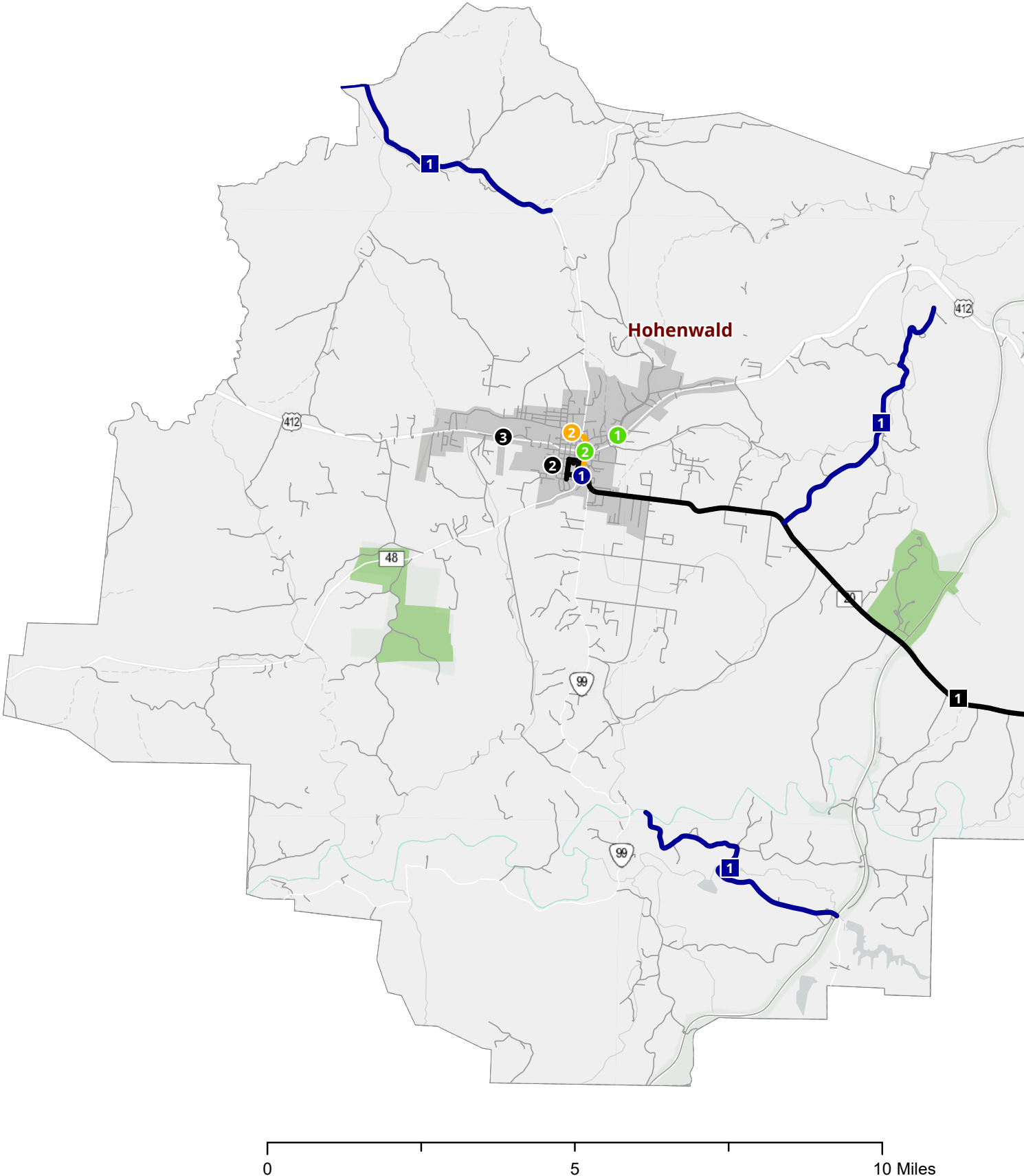
Other Public Requests

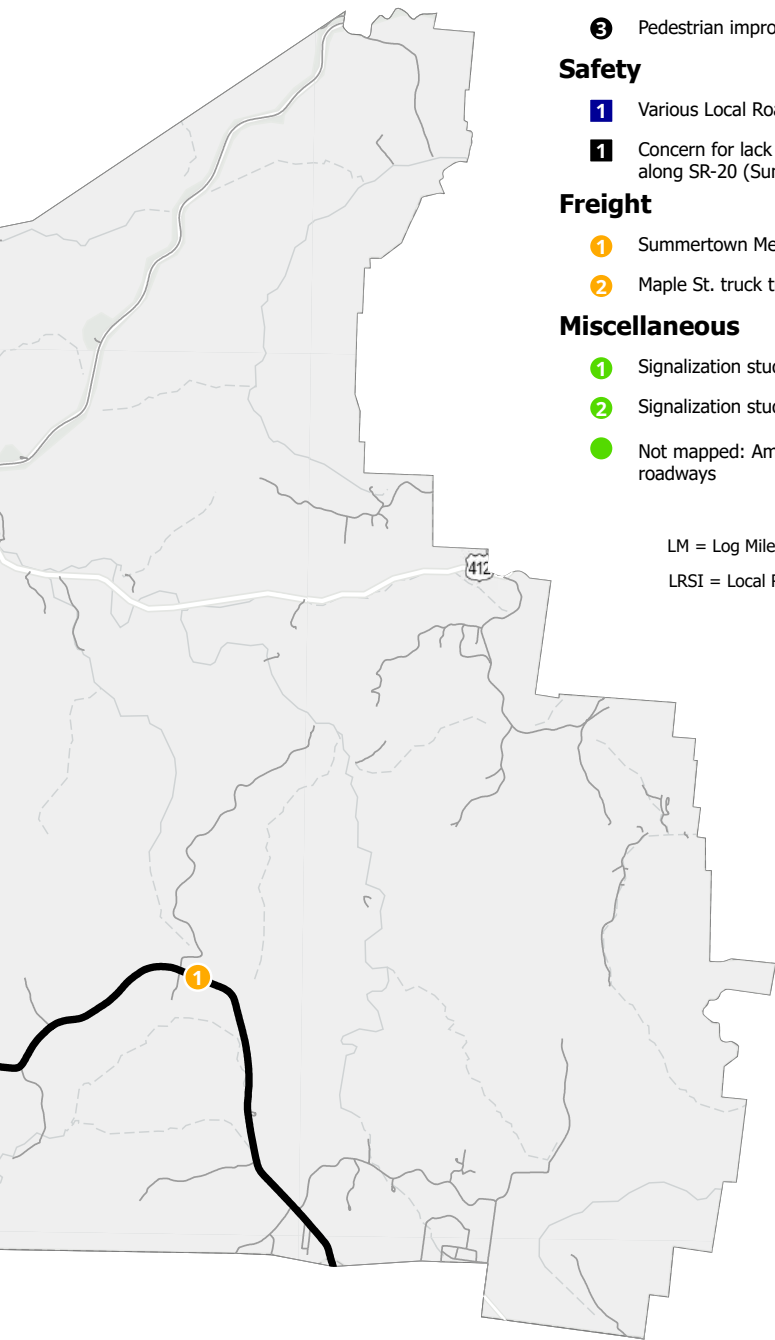
Freight

Maintenance

Miscellaneous

LEWIS COUNTY RECOMMENDATIONS





Multimodal

- ① E. 4th Ave. (SR-20) LM 6.53 to LM 6.69
- ② Pedestrian improvements surrounding Lewis County Elementary and Middle Schools
- ③ Pedestrian improvements on W. Main St. in front of Lewis County High School

Safety

- ① Various Local Roads (LRSI)
- ① Concern for lack of shoulder to accommodate multiple users (vehicles and horse and buggy) along SR-20 (Summertown Hwy.)

Freight

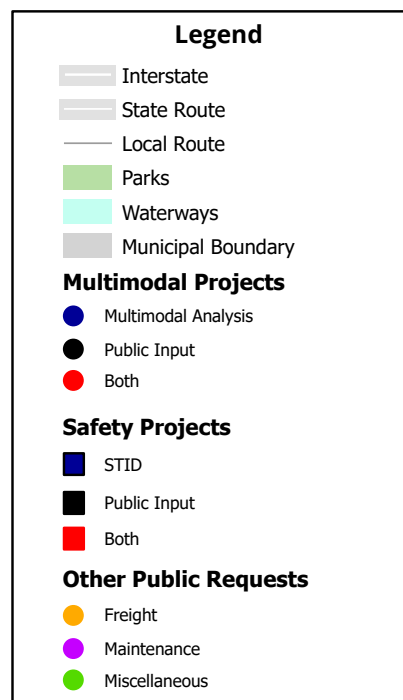
- ① Summertown Metals generates freight traffic along SR-20 (Summertown Hwy.)
- ② Maple St. truck traffic

Miscellaneous

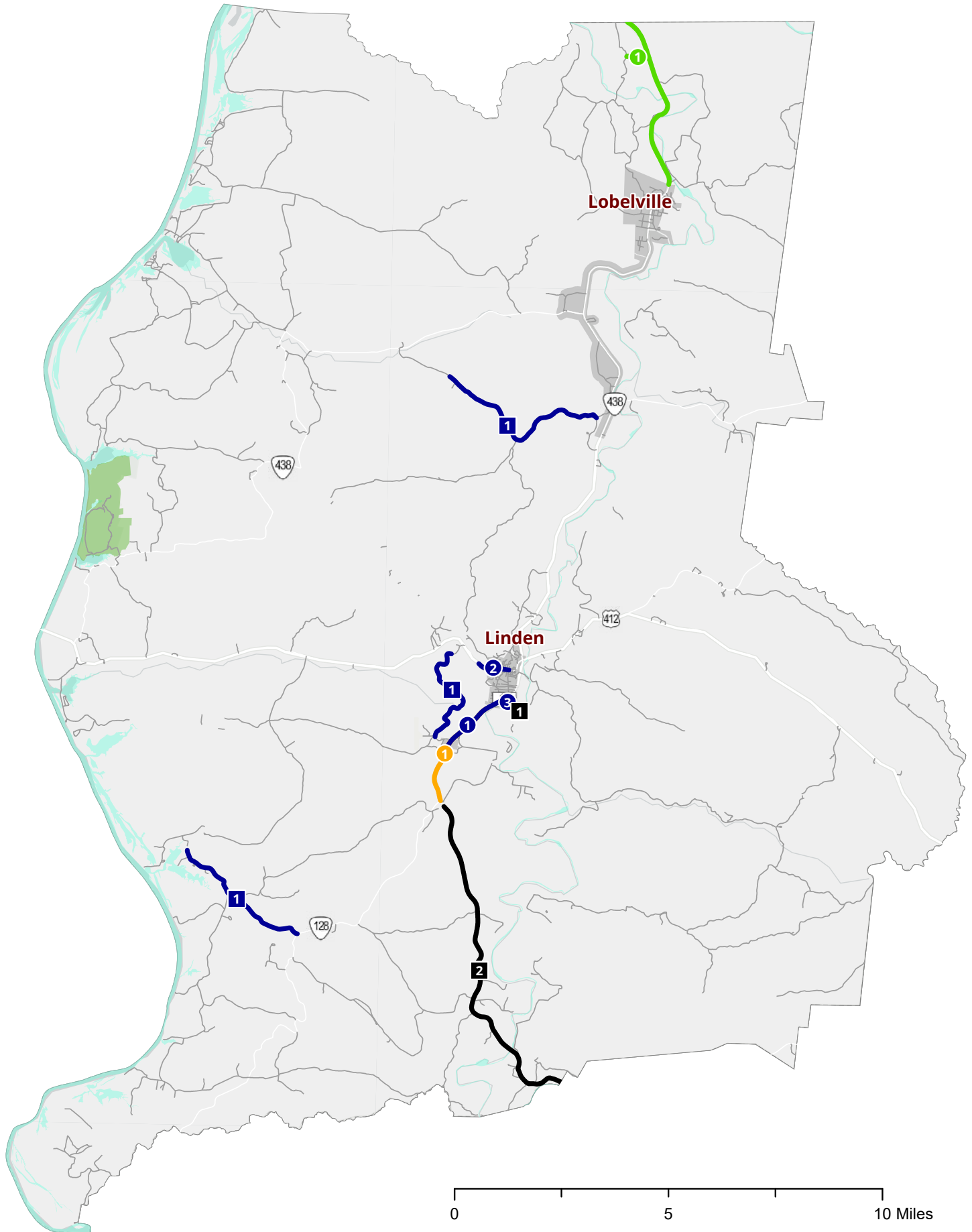
- ① Signalization study request at the intersection of US Hwy. 412 and Franklin St.
- ② Signalization study request at the intersection of South Maple St. and US Hwy. 412
- Not mapped: Amish community need additional resources for Horse and Buggy sharing the roadways

LM = Log Mile

LRSI = Local Road Safety Initiative



PERRY COUNTY RECOMMENDATIONS



Multimodal

- ① Squirrel Hollow Dr. (SR-13) LM 9.69 to LM 11.59
- ② W. Main St. (SR-20) LM 11.30 to LM 12.05
- ③ S. Mill St. LM 0 to LM 0.27

Safety

- ① Various Local Roads (LRSI)
- ① Intersection of S. Mill St. and SR-13 (Squirrel Hollow Drive)
- ② Safety concerns along Hwy-13 into Wayne County

Freight

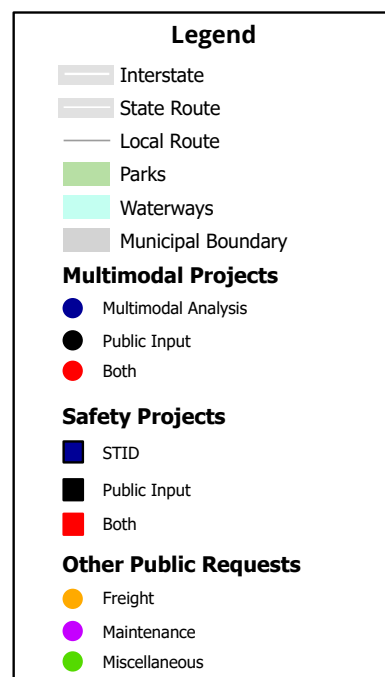
- ① Increase in freight traffic at NYX, Inc. along SR-13

Miscellaneous

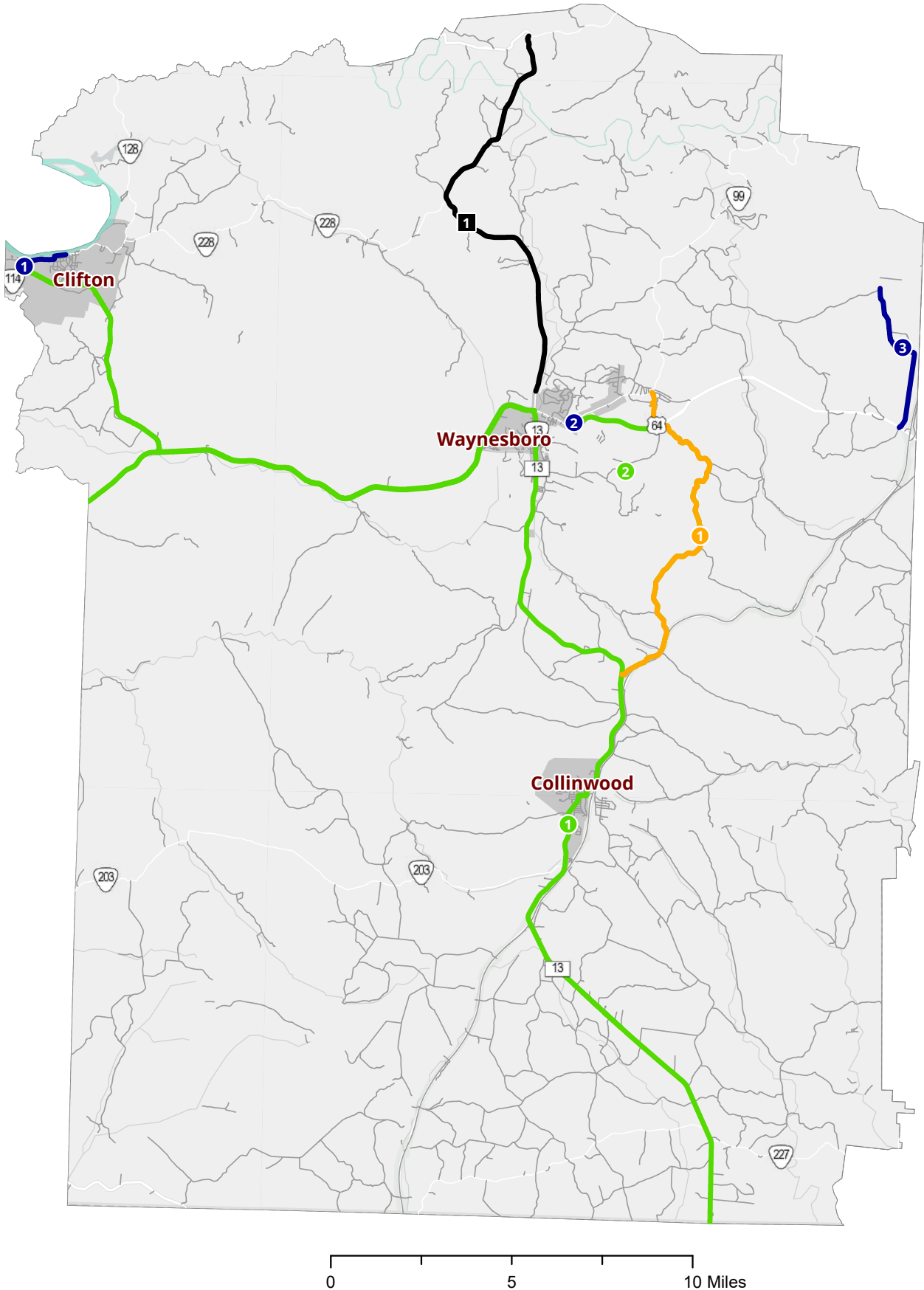
- ① 4 lanes to Industrial Park (Hwy-13) tapers back to 2 lanes at the bridge of the Buffalo River

LM = Log Mile

LRSI = Local Road Safety Initiative



WAYNE COUNTY RECOMMENDATIONS



Multimodal

- ① SR-128 LM 0 to LM 1.55
- ② Hwy. 64 E (SR-15) LM 15.54 to LM 15.81
- ③ Buttermilk Ridge Rd. LM 0 to LM 4.39
- Not mapped: Connectivity between Collinwood, Clifton, Waynesboro and the Natchez Trace Parkway

Safety

- ① Concerns along SR-13 from North of Waynesboro Sq. to the Perry County line

Freight

- ① Improvements along Tie Camp Rd. to accommodate increased truck traffic

Miscellaneous

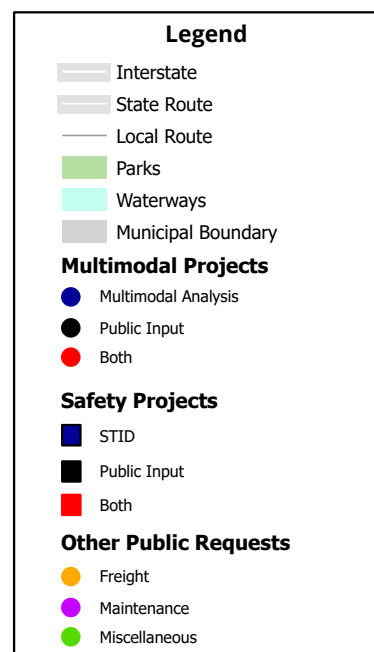
- ① RuPI study request at Hwy. 641 connection from US 64/TN 15 at Clifton junction to AL 157 at TN/AL state line
- ② Connectivity from US 64 at Tie Camp Rd. to TN 13 between Waynesboro and Collinwood as bypass/industrial park connector
- Not mapped: Connectivity North to I-40
- Not mapped: Guardrails throughout the county
- Not mapped: Bypass from Collinwood, TN to Florence, AL

Maintenance

- Not mapped: Repaving/Resurfacing along SR-13

LM = Log Mile

LRSI = Local Road Safety Initiative



PREVIOUS PLANS

Previous Plans

Hickman County

- Hickman County, I-40/81 Multimodal Corridor Study – 2020-2021
- Hickman County, Highway 48/100 Safety Enhancement Project – Traffic Light – 2020-2021
- Master Recreation Plan
- Three-Year Strategic Plan for city/county community development goals with TVA in 2020

Lawrence County

- David Crockett State Park Business Management Plan – 2018
- This is for Loretto which is located in Lawrence County.
- Loretto Recreation Master Plan - October 2014/Updated October 2020
- City of Loretto, Pedestrian & Bicycle Master Plan - November 2017
- City of Loretto, Subdivision Regulations - updated December 2020
- City of Loretto, Zoning Ordinance Update and Comprehensive Plan - Currently Ongoing
- City of Loretto, Utilities Capital Improvement Plan - Currently Ongoing

Lewis County

- Lewis County, 2021 Rural Planning Initiative (RuPI)
- Lewis County, Parks and Recreation Grant – April 2021; Assess the county's current recreation facilities and plan for future needs
- Lewis County, 2017 Three Star Competitive Grants - \$25,000.00

Perry County

- City of Linden, 2020 Multimodal Access Grant - \$788,500.00; Pedestrian Facility Improvements (SR13 from County Board of Education to County High School)
- Perry County: State Broadband Accessibility Grant - \$593,166.00; Meriwether Lewis Electric Cooperative
- City of Lobelville, 2019 Lobelville Main Street Multimodal Project - \$940,975.00
- City of Linden, 2019 Downtown Enhancements – Phase 5 - \$653,152.00
- Perry County, July 2020 Rural Planning Initiative (RuPI)
- City of Linden, 2016 – East Main Street Multimodal Sidewalk Project - \$950,000.00
- Perry County, 2017 Three Star Competitive Grants - \$25,000.00
- Perry County, State Route 13 Planning Study– from SR 20 to I-40

Wayne County

- Wayne County, 2020 Community Transportation Planning Grant (CTPG)
- Wayne County, July 2020 Rural Planning Initiative (RuPI)
- City of Clifton, 2019 Pedestrian Improvements – Phase 2 - \$743,000.00
- Wayne County, 2017 Three Star Competitive Grants - \$25,000.00
- Wayne County, Local Route 0A222 Planning Study – Bridge over Double Branch – Log Mile 6.61 and 8.62
- City of Clifton, Clifton's Strategic Plan 2015-2020
- Clifton Parks and Recreation Master Planning Grant
- Wayne County's Healthy Built Environment

[Some of these plans were awarded through the Long Range Planning Division's Community Transportation Grant Program.](#)

GIS METHODOLOGY

Activity Center Analysis

A GIS (Geographic Information Systems) spatial analyst model was developed in order to determine the areas with the highest concentration of activity in the South Central West region. This methodology will be described in detail in order to fully understand how the locations of Activity Centers were determined in this region. This analysis included selecting various geospatial datasets as criteria, and performing multiple spatial analyst geoprocessing tools to generate outputs. The Activity Center Model includes the criteria listed in the table and diagram below. The scoring method indicates how the inputs were assigned ranking values. Each of the inputs were scored 1 - 5 based on density and proximity, and then assigned weighted multipliers to reflect the relative influence categories have on active living spaces. As illustrated in the table, each major category received equal weight in the scoring.

Multimodal Suitability Index

The Multimodal Project Prioritization methodology seeks to combine multiple evaluation criteria to produce one Multimodal Suitability Index for each traffic segment across a region. This index was produced and applied in order to rank each roadway segment and prioritize multimodal project recommendations based on how those segments rank. This methodology, which is detailed below, is modeled after similar processes completed for the cities of Nashville and Memphis in their efforts to prioritize multimodal projects.

To calculate a Multimodal Suitability Index for each road segment, these four criteria were selected and analyzed:

- Safety Analysis
- Equity Analysis
- Demand Analysis
- Supply Analysis

Based on the outputs of the four analyses and how each roadway segment was scored, a list of potential multimodal projects was produced, detailing how it was ranked according to the list criteria. Road Diet candidates were also included in this study but are considered as complementary projects.

Safety Analysis: This item of criteria involved collecting crash location data, more specifically, any crash that involved a bicyclist or pedestrian, regardless of the level of severity. Any segment that experienced a pedestrian or bicycle crash from years 2002 - 2017 received a score of 5, while segments that did not experience a crash received a score of 1.

Equity Analysis: This criterion sought to accommodate populations in need of equitable access to community resources. This equity analysis assigned an equity score to each segment depending on where it was in census block groups in the region. This scoring was based on a composite scoring approach. Higher equity scores correspond to higher-than-average rates of one or more of the following groups:

- Households living below the poverty line
- Households without vehicles
- Non-white populations
- Population <18
- Populations 65+

SAFETY PROJECTS LISTS: HICKMAN

PIN	ROUTE NAME	ROUTE NUMBER	TERMINI	PROJECT TYPE
115370.49	PRIMM SPRINGS RD.	00963	Various Local Roads in Hickman County (Local Roads Safety Initiative)	LRSI
115370.49	LYLES RD.	0A029	Various Local Roads in Hickman County (Local Roads Safety Initiative)	LRSI
115370.49	LYLES RD.	00944	Various Local Roads in Hickman County (Local Roads Safety Initiative)	LRSI
115370.49	E. BEAVERDAM RD.	00959	Various Local Roads in Hickman County (Local Roads Safety Initiative)	LRSI
115370.49	BISHOP LN.	0A027	Various Local Roads in Hickman County (Local Roads Safety Initiative)	LRSI
115370.49	HOLT RD.	0A130	Various Local Roads in Hickman County (Local Roads Safety Initiative)	LRSI
115370.49	WRIGLEY RD.	0B001	Various Local Roads in Hickman County (Local Roads Safety Initiative)	LRSI
115370.49	DYER RD.	00946	Various Local Roads in Hickman County (Local Roads Safety Initiative)	LRSI
115370.49	OLD LOCUST CREEK RD.	01850	Various Local Roads in Hickman County (Local Roads Safety Initiative)	LRSI
115370.49	GRAYS BEND RD.	01848	Various Local Roads in Hickman County (Local Roads Safety Initiative)	LRSI
115370.49	LYLES RD.	00944	Various Local Roads in Hickman County (Local Roads Safety Initiative)	LRSI
125450.45	SWAN CREEK RD.	00955	Various Local Roads in Hickman County (Local Roads Safety Initiative)	LRSI
125450.45	GRINDERS SWITCH RD.	00961	Various Local Roads in Hickman County (Local Roads Safety Initiative)	LRSI
125450.45	HIDDEN VALLEY RD.	0A392	Various Local Roads in Hickman County (Local Roads Safety Initiative)	LRSI
125450.45	PRIMM SPRINGS RD.	00963	Various Local Roads in Hickman County (Local Roads Safety Initiative)	LRSI

Note: the source for all listed Safety Projects (pages 109–144) is TDOT Program, Project & Resource Management System.

SCOPE OF WORK	ESTIMATED DATE OF COMPLETION	STATUS	LENGTH (MILES)
Various Local Roads in Hickman County (Local Roads Safety Initiative) - Signing and Pavement Marking	3/4/2018	CLOSED	2.43
Various Local Roads in Hickman County (Local Roads Safety Initiative) - Signing and Pavement Marking	3/4/2018	CLOSED	1.21
Various Local Roads in Hickman County (Local Roads Safety Initiative) - Signing and Pavement Marking	3/4/2018	CLOSED	6.09
Various Local Roads in Hickman County (Local Roads Safety Initiative) - Signing and Pavement Marking	3/4/2018	CLOSED	6.08
Various Local Roads in Hickman County (Local Roads Safety Initiative) - Signing and Pavement Marking	3/4/2018	CLOSED	0.3
Various Local Roads in Hickman County (Local Roads Safety Initiative) - Signing and Pavement Marking	3/4/2018	CLOSED	0.33
Various Local Roads in Hickman County (Local Roads Safety Initiative) - Signing and Pavement Marking	3/4/2018	CLOSED	1.23
Various Local Roads in Hickman County (Local Roads Safety Initiative) - Signing and Pavement Marking	3/4/2018	CLOSED	4.65
Various Local Roads in Hickman County (Local Roads Safety Initiative) - Signing and Pavement Marking	3/4/2018	CLOSED	3.56
Various Local Roads in Hickman County (Local Roads Safety Initiative) - Signing and Pavement Marking	3/4/2018	CLOSED	4.54
Various Local Roads in Hickman County (Local Roads Safety Initiative) - Signing and Pavement Marking	3/4/2018	CLOSED	1.3
	7/31/2021	LET	4
	7/31/2021	LET	2.02
	7/31/2021	LET	1.5
	7/31/2021	LET	5.4

SAFETY PROJECTS LISTS: LAWRENCE

PIN	ROUTE NAME	ROUTE NUMBER	TERMINI	PROJECT TYPE
119683.00	HWY. 43 S.	SR006	(North Locust Avenue), From Ellingson Street to Robins Street in Lawrenceburg (RSAR)	Design
119821.00	RABBIT TRAIL RD.	SR098	From Owens Fork Road to North of Evans Road (RSAR)	EPD
119840.00	OLD FLORENCE-PULASKI RD.	00930	Old Florence-Pulaski Road, From SR-98 to Fall River Road (RSAR)	EPD
119840.01	OLD FLORENCE-PULASKI RD.	00930	Old Florence-Pulaski Road, From SR-98 to Fall River Road (RSAR)	EPD
120235.00	HWY. 43 S.	SR006	Intersection at East Gaines Street (RSAR)	EPD
120237.00	HWY. 43 S.	SR006	Interchange at SR-15 (RSAR)	EPD
125450.08	DOOLEY RD.	01815	Various Local Roads in Lawrence County (Local Roads Safety Initiative)	LRSI
125450.08	RAILROAD BED PK.	01838	Various Local Roads in Lawrence County (Local Roads Safety Initiative)	LRSI
125450.08	REVILO RD.	01805	Various Local Roads in Lawrence County (Local Roads Safety Initiative)	LRSI
125450.08	CHIEF CREEK RD.	0A016	Various Local Roads in Lawrence County (Local Roads Safety Initiative)	LRSI

SCOPE OF WORK	ESTIMATED DATE OF COMPLETION	STATUS	LENGTH (MILES)
Signalization	6/28/20	CONSTCOMP	0.16
Project involves: signing and pavement markings.	8/29/16	CLOSED	1.67
Project involves: Obstruction Removal, Signing, Pavement Markings, and Guardrail.	8/29/16	CLOSED	4.97
RSAR High-friction surface treatment at various locations	10/5/17	CLOSED	4.97
Roadway and Pavement Apurtenances, Signing, Pavement Markings and Signalization	8/29/16	CLOSED	0.01
Signing, Pavement Markings and Guardrail	8/29/16	CLOSED	0.17
	6/30/21	LET	4.5
	6/30/21	LET	5.3
	6/30/21	LET	5
	6/30/21	LET	5

SAFETY PROJECTS LISTS: LEWIS

PIN	ROUTE NAME	ROUTE NUMBER	TERMINI	PROJECT TYPE
118837.00	BUFFALO RD.	SR099	From Allen Creek Road to SR-20 (RSAR)	EPD
125450.2	NAPIER LAKE RD.	00941	Various Local Roads in Lewis County (Local Roads Safety Initiative)	LRSI
125450.2	CANE CREEK RD..	00942	Various Local Roads in Lewis County (Local Roads Safety Initiative)	LRSI
125450.2	LITTLE SWAN CREEK RD.	00935	Various Local Roads in Lewis County (Local Roads Safety Initiative)	LRSI

SCOPE OF WORK	ESTIMATED DATE OF COMPLETION	STATUS	LENGTH (MILES)
Miscellaneous Safety Improvements	6/30/17	CLOSED	12.07
	<Null>	LET	5
	<Null>	LET	4.5
	<Null>	LET	5

SAFETY PROJECTS LISTS: PERRY

PIN	ROUTE NAME	ROUTE NUMBER	TERMINI	PROJECT TYPE
125450.21	DENTON RD.	01775	Various Local Roads in Perry County (Local Roads Safety Initiative)	LRSI
125450.21	KING BRANCH RD.	0A123	Various Local Roads in Perry County (Local Roads Safety Initiative)	LRSI
125450.21	AIRPORT RIDGE RD.	0A246	Various Local Roads in Perry County (Local Roads Safety Initiative)	LRSI

SCOPE OF WORK	ESTIMATED DATE OF COMPLETION	STATUS	LENGTH (MILES)
	5/31/21	LET	3.5
	5/31/21	LET	4.56
	5/31/21	LET	3

SAFETY PROJECTS LISTS: WAYNE

PIN	ROUTE NAME	ROUTE NUMBER	TERMINI	PROJECT TYPE
115370.48	DOGWOOD FLATS RD.	01780	Various Local Roads in Wayne County (Local Roads Safety Initiative)	LRSI
115370.48	WHITTEN SCHOOL RD.	0A318	Various Local Roads in Wayne County (Local Roads Safety Initiative)	LRSI
115370.48	CATAWBA ST.	0A257	Various Local Roads in Wayne County (Local Roads Safety Initiative)	LRSI
115370.48	E. BROADWAY ST.	00912	Various Local Roads in Wayne County (Local Roads Safety Initiative)	LRSI
115370.48	RAILROAD BED RD	01765	Various Local Roads in Wayne County (Local Roads Safety Initiative)	LRSI
115370.48	MIDDLE BUTLER RD.	0A264	Various Local Roads in Wayne County (Local Roads Safety Initiative)	LRSI
115370.48	HOG CREEK RD	01782	Various Local Roads in Wayne County (Local Roads Safety Initiative)	LRSI
115370.48	BUTTERMILK RIDGE RD.	01769	Various Local Roads in Wayne County (Local Roads Safety Initiative)	LRSI
115370.48	BIG CYPRESS RD.	00915	Various Local Roads in Wayne County (Local Roads Safety Initiative)	LRSI
115370.48	LITTLE CYPRESS RD.	0A321	Various Local Roads in Wayne County (Local Roads Safety Initiative)	LRSI
125450.44	LITTLE FISHTRAP RD.	0A201	Various Local Roads in Wayne County (Local Roads Safety Initiative)	LRSI
125450.44	HURRICANE CREEK RD.	01767	Various Local Roads in Wayne County (Local Roads Safety Initiative)	LRSI
125450.44	HOG CREEK RD	01782	Various Local Roads in Wayne County (Local Roads Safety Initiative)	LRSI
125450.44	SIMMONS BRANCH RD.	0A141	Various Local Roads in Wayne County (Local Roads Safety Initiative)	LRSI
125450.44	SOUTH RD.	0A385	Various Local Roads in Wayne County (Local Roads Safety Initiative)	LRSI

SCOPE OF WORK	ESTIMATED DATE OF COMPLETION	STATUS	LENGTH (MILES)
Various Local Roads in Wayne County (Local Roads Safety Initiative) - Signs, Pavement Markings	6/30/17	CLOSED	3.3
Various Local Roads in Wayne County (Local Roads Safety Initiative) - Signs, Pavement Markings	6/30/17	CLOSED	2.71
Various Local Roads in Wayne County (Local Roads Safety Initiative) - Signs, Pavement Markings	6/30/17	CLOSED	2.27
Various Local Roads in Wayne County (Local Roads Safety Initiative) - Signs, Pavement Markings	6/30/17	CLOSED	9.46
Various Local Roads in Wayne County (Local Roads Safety Initiative) - Signs, Pavement Markings	6/30/17	CLOSED	6.29
Various Local Roads in Wayne County (Local Roads Safety Initiative) - Signs, Pavement Markings	6/30/17	CLOSED	9.48
Various Local Roads in Wayne County (Local Roads Safety Initiative) - Signs, Pavement Markings	6/30/17	CLOSED	3.56
Various Local Roads in Wayne County (Local Roads Safety Initiative) - Signs, Pavement Markings	6/30/17	CLOSED	6.66
Various Local Roads in Wayne County (Local Roads Safety Initiative) - Signs, Pavement Markings	6/30/17	CLOSED	3.81
Various Local Roads in Wayne County (Local Roads Safety Initiative) - Signs, Pavement Markings	6/30/17	CLOSED	0.96
	4/30/21	LET	5
	4/30/21	LET	3.82
	4/30/21	LET	5.52
	4/30/21	LET	3.3
	4/30/21	LET	5

AADT & 2009-19 % CHANGE DATA: HICKMAN

STATION NUMBER	ROUTE	TERMINI
2	MISSIONARY RIDGE RD.	From 00952 Old SR-46 to 0A351 County Line Rd.
3	N. TIDWELL RD.	From SR100 SR100 to Hickman Co./ Dickson Co. line
4	BROWN HOLLOW RD.	From SR100 SR-100 to SR007 Hwy. 7
5	SR-100	From SR046 Hwy. 46 to 00963 Primm Springs Rd.
6	OLD SR-46	From SR100 SR-100 to Hickman Co./ Dickson Co. line
7	LYLES RD.	From SR100 SR-100 to 0A029 Lyles Rd.
8	LYLES RD.	From 0A029 Lyles Rd. to 0A727 Industrial Rd.
9	STATE HWY. 48	From 0A206 Kimmins St. to 0A022 Swan Ave.
10	PINEWOOD RD.	From SR048 State Hwy. 48 to 0A727 Industrial Rd.
14	SR-100	From 0A194 McDonald Rd. to 00963 Primm Springs Rd.
15	LITTLE LOT RD.	From 01848 Morgan Creek Rd. to SR100 SR-100
17	LEATHERWOOD RD.	From 01837 Leatherwood Rd. to 00950 Dog Creek Rd.
18	LITTLE LOT RD.	From 01846 Tottys Bend Rd. to SR100 SR-100
20	GRAYS BEND RD.	From SR100 SR-100 to 01848 Morgan Creek Rd.
21	SR-100	From 0A863 M.B. Nickell St. to 0A194 McDonald Rd.
22	LITTLE LOT RD.	From SR048 State Hwy. 48 to 00961 Goodrich Rd.
25	DYER RD.	From SR230 Bucksnot Rd. to SR050 Hwy. 50
28	BEAVERDAM VALLEY RD.	From SR050 Minnie Pearl Memorial Hwy. to 0A661 S. Nickells Valley Rd.
29	NACOME RD.	From SR438 Coble To Only Rd. to SR100 SR-100
32	ELKINS SWITCH RD.	From SR050 Minnie Pearl Memorial Hwy. to SR230 Nunnely To Only Rd.
35	N. CENTRAL AVE.	From 0A427 Defeated Creek Rd. to 0A533 E. Hackberry St.
36	GRAYS BEND RD.	From State Hwy. 48 to SR100 SR-100
38	DRY PRONG RD.	From SR050 Williamsport Pk. to Maury Co./ Hickman Co. line
39	HWY. 50	From 0A030 Akin Ridge Rd. to Maury Co./ Hickman Co. line
40	HOOVERS RD.	From 0A261 Mobley Ridge Rd. to SR050 Hwy. 50
42	LITTLE LOT RD.	From SR050 Hwy. 50 to 01846 Tottys Bend Rd.
43	HWY. 50	From 00955 Swan Creek Rd. to SR230 Little Lot Rd.
44	TOTTYS BEND RD.	From SR230 Little Lot Rd. to SR050 Hwy. 50
45	I-40	From SR013 State Hwy. 13 to Humphreys Co./ Hickman Co. line
47	HWY. 50	From SR048 Linden Rd. to 00961 Grinders Switch Rd.
48	LINDEN RD.	From SR050 Minnie Pearl Memorial Hwy. to 0A507 Twomey Rd.
49	LINDEN RD.	From SR099 E. Main St. to 0A022 Swan Ave.
50	STATE HWY. 48	From 00959 E. Beaverdam Rd. to 0A330 Spring Rd.
51	SR-100	From SR048 State Hwy. 48 to 01833 Nacome Rd.

	1999 AADT	2004 AADT	2009 AADT	2019 AADT	1999 - 2019 % CHANGE	2004 - 2019 % CHANGE	2009 - 2019 % CHANGE
	1257	1616	1625	1800	43.2	11.39	10.77
	553	778	749	710	28.39	-8.74	-5.21
	783	922	789	830	6	-9.98	5.2
	10605	11932	11524	12620	19	5.77	9.51
	994	1193	1603	1690	70.02	41.66	5.43
	2492	2820	2568	2620	5.14	-7.09	2.03
	1508	1797	1763	1710	13.4	-4.84	-3.01
	1694	1313	1407	1850	9.21	40.9	31.49
	624	683	783	1040	66.67	52.27	32.82
	5935	6102	6187	6790	14.41	11.28	9.75
	1404	1653	1529	1790	27.49	8.29	17.07
	198	244	304	350	76.77	43.44	15.13
	693	710	647	920	32.76	29.58	42.2
	568	545	572	450	-20.78	-17.43	-21.33
	6751	6321	6282	7190	6.5	13.75	14.45
	797	831	949	790	-0.88	-4.93	-16.75
	142	216	125	150	5.63	-30.56	20
	122	138	137	100	-18.03	-27.54	-27.01
	111	161	138	130	17.12	-19.26	-5.8
	207	311	177	230	11.11	-26.05	29.94
	10164	9798	9961	9670	-4.86	-1.31	-2.92
	238	262	217	240	0.84	-8.4	10.6
	234	228	154	180	-23.08	-21.05	16.88
	2506	2713	2710	2810	12.13	3.58	3.69
	311	246	409	350	12.54	42.28	-14.43
	566	626	543	660	16.61	5.43	21.55
	1956	2363	2052	2060	5.32	-12.82	0.39
	275	311	199	250	-9.09	-19.61	25.63
	29536	33023	32106	34900	18.16	5.68	8.7
	3764	4062	3398	3030	-19.5	-25.41	-10.83
	7372	6045	5683	5700	-22.68	-5.71	0.3
	3218	2933	2982	2760	-14.23	-5.9	-7.45
	2918	2942	2475	2390	-18.1	-18.76	-3.43
	1004	896	760	830	-17.33	-7.37	9.21

HICKMAN *CON'T.*

STATION NUMBER	ROUTE	TERMINI
60	I-40	From Dickson Co./ Hickman Co. line to Hickman Co./ Humphreys Co. line
61	I-40	From SR230 Bucksnot Rd. to SR050 Hwy. 50
62	BUCKSNORT RD.	From I0040 I-40 to Hickman Co./ Humphreys Co. line
66	E. BEAVERDAM RD.	From SR048 State Hwy. 48 to SR438 Beaverdam Valley Rd.
67	N. CENTRAL AVE.	From 0A427 Defeated Creek Rd. to SR100 SR-100
68	HWY. 46	From SR100 SR-100 to Hickman Co./ Dickson Co. line
69	HWY. 50	From SR048 Linden Rd. to 00961 Grinders Switch Rd.
71	DUCK RIVER RD.	From I0040 I-40 to Hickman Co./ Humphreys Co. line
72	BLUE BUCK RD.	From Hwy. 50 to 0A261 Mobley Ridge Rd.
74	GARNERS CREEK RD.	From SR048 State Hwy. 48 to Humphreys Co./ Dickson Co. line
75	BROWN HOLLOW RD.	From SR007 Hwy.7 to 00963 Primm Springs Rd.
77	PRIMM SPRINGS RD.	From SR100 SR-100 to 00950 Dog Creek Rd.
78	STATE HWY. 48	From SR230 Nunnely To Only Rd. to 0A462 Rivers Rd.
80	TURNERY CENTER RD.	From SR050 Hwy. 50 to 0A817 W. Farm Rd.
81	BUCKSNORT RD.	From I0040 I-40 to 00961 Goodrich Rd.
82	LOWER CANE CREEK RD.	From SR438 Hwy.438 to SR100 SR-100
83	BUCKNER RIDGE RD.	From 0A351 County Line Rd. to Hickman Co./ Dickson Co. line
85	BRATTON LN.	From SR050 Hwy. 50 to 00963 Primm Springs Rd.
86	DOG CREEK RD.	From 00963 Primm Springs Rd. to SR007 Hwy. 7
88	LINDEN RD.	From 0A500 Webb Ave. to SR050 Minnie Pearl Memorial Hwy.
89	HWY. 7	From SR100 SR-100 to 01850 Brown Hollow Rd.
90	HWY. 7	From 01850 Brown Hollow Rd. to Hickman Co./ Maury Co. line
91	HWY. 50	From 0A661 S. Nickels Valley Rd. to SR438 Beaverdam Valley Rd.
92	MINNIE PEARL MEMORIAL HWY.	From 00961 Grinders Switch Rd. to SR438 Beaverdam Valley Rd.
93	HWY. 50	From SR229 Turney Center Rd. to 0A661 S.Nickells Valley Rd.
94	HWY. 50	From SR229 Turney Center Rd. to I0040 I-40
96	BEECH VALLEY RD.	From SR007 Hwy.7 to 00950 Dog Creek Rd.
97	SPENCER MILL RD.	From Dickson Co./ Hickman Co. line to Hickman Co./ Williamson Co. line
98	GOSHEN CHURCH RD.	From 00942 Cane Creek Rd. to Hickman Co./ Lewis Co. line
99	LINDEN RD.	From SR100 SR-100 to 0A462 Rivers Rd.
101	SR-100	From SR046 Hwy. 46 to Hickman Co./ Williamson Co. line
156	I-840	From Dickson Co./ Hickman Co. line to Hickman Co./ Williamson Co. line
212	CLIFTON SCOTT RD.	From SR007 Hwy. 7 to Hickman Co./ Maury Co. line
213	DOG CREEK RD.	From 00950 Primm Ridge Rd. to Hickman Co./ Maury Co. line
990	STATE HWY. 48	From SR100 SR-100 to 0A462 Rivers Rd.

	1999 AADT	2004 AADT	2009 AADT	2019 AADT	1999 - 2019 % CHANGE	2004 - 2019 % CHANGE	2009 - 2019 % CHANGE
	30037	31285	29518	35350	17.69	12.99	19.76
	31026	28920	31517	34940	12.62	20.82	10.86
	688	768	709	940	36.63	22.4	32.58
	265	268	278	210	-20.76	-21.64	-24.46
	9114	8932	8759	9800	7.53	9.72	11.89
	10469	11326	11608	11790	12.62	4.1	1.57
	3391	3022	3151	2920	-13.89	-3.38	-7.33
	114	164	123	170	49.12	3.66	38.21
	203	188	213	260	28.08	38.3	22.07
	44	60	73	100	127.27	66.67	36.99
	764	911	963	1170	53.14	28.43	21.5
	688	641	622	650	-5.52	1.4	4.5
	2072	2207	2382	2540	22.59	15.09	6.63
	585	534	544	580	-0.86	8.61	6.62
	504	447	502	440	-12.7	-1.57	-12.35
	61	78	44	50	-18.03	-35.9	13.64
	269	492	536	660	145.35	34.15	23.13
	364	402	324	280	-23.08	-30.35	-13.58
	158	170	254	270	70.89	58.82	6.3
	7744	7773	6974	6750	-12.84	-13.16	-3.21
	2812	3388	3928	3960	40.83	16.88	0.82
	1767	2648	2870	2510	42.05	-5.21	-12.54
	1351	1542	1571	1610	19.17	4.41	2.48
	1916	1738	1708	1700	-11.27	-2.19	-0.47
	978	1291	1329	1380	41.1	6.89	3.84
	1232	1576	1581	1600	29.87	1.52	1.2
		216	95	70		-67.59	-26.32
		412	615	1070		159.71	73.98
		101	60	70		-30.69	16.67
		9876	8468	8200		-16.97	-3.17
		5598	5347	7110		27.01	32.97
		1931	1650	19430		906.21	1077.58
		53	60	30		-43.4	-50
		231	172	190		-17.75	10.47
	3013	3301	3357	3230	7.2	-2.15	-3.78

AADT & 2009-19 % CHANGE DATA: LAWRENCE

STATION NUMBER	ROUTE	TERMINI
2	RAILROAD BED PK.	From SR020 Hwy. 20 to 0A127 Barnesville Rd.
3	MONUMENT RD.	From SR020 Hwy. 20 to SR242 Henryville Rd.
4	HWY. 20	From SR240 Monument Rd. to SR240 SR-240 Turnpike
5	HWY. 20	From SR240 Monument Rd. to Lawrence Co./ Maury Co. line
6	MONUMENT RD.	From SR020 Hwy. 20 to SR006 Hwy. 43N.
7	HWY. 43 N.	From 00940 Campbellsville Pk. to Lawrence Co./ Maury Co. line
8	CHURCH ST.	From SR020 Hwy. 20 to 0A157 Brace Rd.
9	BUFFALO RD.	From SR240 SR-240 Turnpike to 0A161 Brooks Hughes Rd.
10	BUFFALO RD.	From SR240 SR-240 Turnpike to 00938 Ethridge-Red Hill Rd.
11	ALEXANDER SPRINGS RD.	From SR006 Hwy. 43 N. to Lawrence Co./ Maury Co. line
12	CAMPBELLSVILLE PK.	From SR006 Hwy. 43 N. to 01815 Dooley Rd.
13	ETHRIDGE-RED HILL RD.	From SR242 Buffalo Rd. to SR006 Hwy. 43 N.
15	HWY. 43 N.	From 0A662 Flatwoods Rd. to 00940 Campbellsville Pk.
16	BUFFALO RD.	From SR242 Henryville Rd. to 0A161 Brooks Hughes Rd.
17	BUFFALO RD.	From 00938 Ethridge-Red Hill Rd. to 03159 Tripp Rd.
18	ETHRIDGE-RED HILL RD.	From SR241 Red Hill-Center Rd. to SR242 Buffalo Rd.
19	NAPIER RD.	From SR240 SR-240 Turnpike to 00938 Ethridge-Red Hill Rd.
20	ETHRIDGE-RED HILL RD.	From SR015 Waynesboro Hwy. to SR241 Red Hill-Center Rd.
21	SR-240 TURNPIKE	From SR241 Naper Rd. to SR242 Henryville Rd.
22	NAPIER RD.	From SR240 SR-240 Turnpike to Lawrence Co./ Lewis Co. line
24	SR-240 TURNPIKE	From SR015 Waynesboro Hwy. to SR241 Naper Rd.
25	DAVE RISNER RD.	From 01817 Dave Risner Rd to Lawrence Co./ Giles Co. line
26	GRANDDADDY RD.	From SR015 Waynesboro Hwy. to 01809 S. Hood Rd.
27	GRANDDADDY RD.	From 01809 S. Hood Rd. to SR242 Westpoint Rd.
28	W. GAINES ST.	From 0A552 Waterloo Rd. to 0A737 Ray St.
30	W. GAINES ST.	From SR015 US-Hwy. 64 Bypass to SR242 Westpoint Rd.
31	BUFFALO RD.	From SR242 Buffalo Rd. to 0A737 Ray St.
32	BUFFALO RD.	From 04653 May St. to 03159 Tripp Rd.
33	N. LOCUST AVE.	From 00936 Weakley Creek Rd. to 05302 Beasley Rd.
34	WEAKLEY CREEK RD.	From SR006 N. Locust Ave. to 01364 Springer St.
35	GIMLET RD.	From 05694 Pulaski Hwy. to 0A246 Martin Rd.
36	E. GAINES ST.	From 03164 Springer Rd. to 01836 Gimlet Rd.
37	MILLER LN.	From 05694 Pulaski Hwy. to 00936 Weakley Creek Rd.
38	FALL RIVER RD.	From 05634 E. Gaines St. to 0A265 Baker Ln.
39	N. LOCUST AVE.	From 05694 E. Gaines St. to 05301 Prosser Rd.

1999 AADT	2004 AADT	2009 AADT	2019 AADT	1999 - 2019 % CHANGE	2004 - 2019 % CHANGE	2009 - 2019 % CHANGE
914	1069	853	710	-22.32	-33.58	-16.76
2733	3110	2978	3780	38.31	21.54	26.93
6100	7381	7080	8030	31.64	8.79	13.42
3913	5059	5210	6160	57.42	21.76	18.23
2564	2718	2294	2030	-20.83	-25.31	-11.51
8312	9054	9263	12580	51.35	38.94	35.81
656	685	619	760	15.85	10.95	22.78
826	1096	794	940	13.8	-14.23	18.39
610	619	650	520	-14.75	-15.99	-20
701	600	790	730	4.14	21.67	-7.6
1372	1497	1256	1250	-8.89	-16.5	-0.48
1912	2080	2178	1830	-4.29	-12.02	-15.98
11184	12438	12454	15020	34.3	20.76	20.6
1309	1248	985	1140	-12.91	-8.65	15.74
2627	3155	2624	2520	-4.07	-20.13	-3.96
810	977	795	790	-2.47	-19.14	-0.63
1389	1538	1448	1550	11.59	0.78	7.04
715	799	658	580	-18.88	-27.41	-11.85
1515	1767	1560	2430	60.4	37.52	55.77
970	1018	792	840	-13.4	-17.49	6.06
1382	1448	1286	1990	43.99	37.43	54.74
177	193	155	190	7.35	-1.55	22.58
596	577	522	450	-24.5	-22.01	-13.79
1094	1006	859	610	-44.24	-39.36	-28.99
3478	3747	3117	3310	-4.83	-11.66	6.19
6125	6375	5860	3880	-36.65	-39.14	-33.79
13965	14724	12352	10750	-23.02	-26.99	-12.97
5155	5343	4080	4560	-11.54	-14.66	11.77
20909	18734	14690	21350	2.11	13.96	45.34
6161	6661	5882	6350	3.07	-4.67	7.96
905	1047	770	710	-21.55	-32.19	-7.79
9569	9724	9030	7060	-26.22	-27.4	-21.82
376	453	612	650	72.87	43.49	6.21
3106	3299	2562	2050	-34	-37.86	-19.98
15433	15566	13436	16080	4.19	3.3	19.68

LAWRENCE *CON'T.*

STATION NUMBER	ROUTE	TERMINI
41	REVILO RD.	From 00930 Old Florence-Pulaski Rd. to 0A340 Shoally Branch Rd.
42	OLD FLORENCE-PULASKI RD.	From 00932 Fall River Rd. to SR098 Rabbit Trail Rd.
43	RABBIT TRAIL RD.	From 0A416 Glendale Rd. to SR006 Hwy. 43 S.
44	HWY. 43 S.	From 01426 Busby Rd. to SR098 Rabbit Trail Rd.
50	TENNESSEE ST.	From 0A496 Hardin Loop to 0A552 Waterloo Rd.
52	BUSBY RD.	From 0A518 Fisher Hollow Rd. to SR242 Westpoint Rd.
56	BLUFF RD.	From SR227 Iron City Rd. to 0A527 Thornton Ln.
57	HWY. 43 S.	From SR227 Iron City Rd. to Lawrence Co./ Alabama state line
58	AMERICAN BLVD.	From 01803 Rascaltown Rd. to SR006 Hwy. 43 S.
59	HWY. 43 S.	From SR227 Iron City Rd. to 0A401 N. Main St.
60	RASCALTOWN RD.	From SR227 Lexington Hwy. to Lawrence Co./ Alabama state line
61	E. MAIN ST.	From SR006 S. Military St. to 01803 Rascaltown Rd.
62	N. MILITARY ST.	From SR227 E. Main St. to 01426 Busby Rd.
63	LEXINGTON HWY.	From 01803 Rascaltown Rd. to 01805 Five Points Rd.
65	FIVE POINTS RD.	From SR227 Lexington Hwy. to SR098 Rabbit Trail Rd.
66	APPLETON RD.	From Rabbit Trail Rd. to Lawrence Co. / Alabama state line
67	RABBIT TRAIL RD.	From 0A416 Glendale Rd. to 01805 Five Points Rd.
68	FALL RIVER RD.	From 00930 Old Florence-Pulaski Rd. to 0A265 Baker Ln.
69	ANDERSON RD.	From SR015 Waynesboro Hwy. to SR242 Tennessee St.
71	E. GAINES ST.	From SR006 S. Locust Ave. to 03166 Buffalo St.
72	N. LOCUST AVE.	From 00936 Weakley Creek Rd. to 05694 E. Gaines St.
73	E. GAINES ST.	From SR006 S. Locust Ave. to 03164 Springer Rd.
76	LEXINGTON HWY.	From 01805 Five Points Rd. to Lawrence Co./ Alabama state line
77	BUSBY RD.	From SR006 N. Military St. to 0A518 Fisher Hollow Rd.
78	BLUFF RD.	From 01426 Busby Rd. to 0A527 Thornton Ln.
82	FALL RIVER RD.	From 00930 Old Florence-Pulaski Rd. to Lawrence Co./ Giles Co. line
83	WEAKLEY CREEK RD.	From 01815 Community Rd. to 01813 Miller Ln.
84	RED HILL-CENTER RD.	From SR015 Waynesboro Hwy. to 00938 Ethridge-Red Hill Rd.
85	DUCKTOWN RD.	From SR227 Iron City Rd. to Wayne Co./ Alabama state line
86	BLOOMING GROVE RD.	From 0A340 Shoally Branch Rd. to SR098 Rabbit Trail Rd.
88	N. BRACE RD.	From 00938 Main St. to 0A157 Brace Rd.
89	DOOLEY RD.	From 00940 Campbellsville Pk. to 0A099 Hagan Rd.
90	COMMUNITY RD.	From 00936 Weakley Creek Rd. to 0A099 Hagan Rd.
92	N. MILITARY AVE.	From 03167 Public Square to 03162 Debus St.
93	BRANNON ST.	From 01361 Brannon St. to 03162 Debus St.

1999 AADT	2004 AADT	2009 AADT	2019 AADT	1999 - 2019 % CHANGE	2004 - 2019 % CHANGE	2009 - 2019 % CHANGE
1000	839	830	840	-16	0.12	1.21
844	1034	1076	1130	33.89	9.28	5.02
3869	4134	2977	4180	8.04	1.11	40.41
7531	7676	7587	9260	22.96	20.64	22.05
1023	1140	840	890	-13	-21.93	5.95
661	850	795	690	4.39	-18.82	-13.21
2156	2894	210	240	-88.87	-91.71	14.29
3731	4348	4956	5130	37.5	17.99	3.51
200	231	161	140	-30	-39.39	-13.04
5321	5052	6172	6890	29.49	36.38	11.63
471	443	403	450	-4.46	1.58	11.66
2788	2566	2431	2580	-7.46	0.55	6.13
7934	9600	8531	10750	35.49	11.98	26.01
1429	1441	1500	1560	9.17	8.26	4
480	491	424	500	4.17	1.83	17.93
400	353	353	260	-35	-26.35	-26.35
2031	2498	1970	2400	18.17	-3.92	21.83
1662	1912	1458	1500	-9.75	-21.55	2.88
255	359	350	320	25.49	-10.86	-8.57
12034	12352	10952	10480	-12.91	-15.16	-4.31
19710	20305	16982	17950	-8.93	-11.6	5.7
7837	8227	8721	8080	3.1	-1.79	-7.35
1025	1198	1215	1120	9.27	-6.51	-7.82
1326	1635	1347	1480	11.61	-9.48	9.87
177	196	232	180	1.7	-8.16	-22.41
450	371	345	360	-20	-2.97	4.35
1213	1419	1412	1340	10.47	-5.57	-5.1
889	856	1045	1280	43.98	49.53	22.49
298	91	105	150	-49.66	64.84	42.86
296	316	206	290	-2.03	-8.23	40.78
516	539	703	650	25.97	20.59	-7.54
141	102	88	120	-14.89	17.65	36.36
1003	894	818	1090	8.67	21.92	33.25
9510	10676	9828	6680	-29.76	-37.43	-32.03
4409	4708	2929	2670	-39.44	-43.29	-8.84

LAWRENCE *CON'T.*

STATION NUMBER	ROUTE	TERMINI
94	BUFFALO ST.	Fom 03167 Public Square to SR242 W.Gaines St.
96	E. MAIN ST.	From SR006 Hwy. 43 S. to SR242 Wayland Springs Rd.
97	US-HWY. 64	From 05694 Pulaski Hwy. to Lawrence Co./ Giles Co. line
98	HWY. 43 S.	From 0A366 Dunn Rd. to SR098 Rabbit Trail Rd.
99	N. LOCUST AVE.	From 0A662 Flatwoods Rd. to 05302 Beasley Rd.
100	WEAKLEY CREEK RD.	From 04370 Springer St. to 01815 Community Rd.
101	GIMLET RD.	From 01813 Miller Ln. to 0A246 Martin Rd.
102	CAMPBELLSVILLE PK.	From 01815 Dooley Rd. to Lawrence Co./ Giles Co. line
103	PULASKI HWY.	From SR015 US-Hwy. 64 Bypass to 01836 Gimlet Rd.
104	S. LOCUST AVE.	From 0A366 Dunn Rd. to 05301 Prosser Rd.
106	RABBIT TRAIL RD.	From 01805 Five Points Rd. to Wayne Co./ Alabama state line
110	PROSSER RD.	From SR006 S. Locust Ave. to 0B043 Prosser Rd.
113	PULASKI ST.	From 03167 Public Square to 00932 Lafayette St.
114	FIRST ST.	From 03163 First Ave. to 03164 Springer Rd.
115	SPRINGER RD.	From 04655 Seventh St. to 05694 E.Gaines St.
117	MAHR AVE.	From 05694 W.Gaines St. to 03162 Debus St.
118	BUFFALO RD.	From 04653 May St. to SR242 W. Gaines St.
120	DEBUS ST.	From 03161 Mahr Ave. to 03158 N.Military Ave.
122	GERI ST.	From 00936 Weakley Creek Rd. to 04370 Geri St.
123	HICKS ST.	From 03162 Debus St. to SR006 N. Locust Ave.
124	REMKE AVE.	From 03160 Helton Dr. to 03170 Hannon Dr.
125	BRANNON ST.	From SR242 Buffalo Rd. to 03161 Mahr Ave.
126	HELTON DR.	From 03160 Helton Dr. to SR242 Buffalo Rd.
127	HELTON DR.	From SR006 N. Locust Ave. to 03159 Helton Dr.
128	ALLEN ST.	From SR006 N. Locust Ave. to 0A818 Fourth St.
129	CLEAR CREEK RD.	From 00932 Fall River Rd. to Lawrence Co./ Giles Co. line
130	ELK RIDGE RD.	From 00949 N. Old Military Rd. to Lawrence Co./ Maury Co. line
131	S. HOLLY CREEK RD.	From SR242 Wayland Springs Rd. to Lawrence Co./ Wayne Co. line
132	GIMLET RD.	From 01833 Miller Rd. to Lawrence Co./ Giles Co. line
133	HAYES RD.	From 05301 Prosser Rd. to 00932 Fall River Rd.
134	PUBLIC SQUARE	From 0B042 S.Military Ave. to 0B042 S.Military Ave.
135	FIRST AVE.	From 05694 E.Gaines St. to 0A818 Fourth St.
137	SEVENTH ST.	From SR006 N. Locust St. to 03164 Springer St.
138	BEASLEY RD.	From 03159 Tripp Rd. to SR006 N. Locust Ave.
139	LIBERTY AVE.	From 03159 Tripp Rd. to 04651 Thomas St.
140	THOMAS ST.	From SR242 Buffalo Rd. to 04375 Remke Ave.

	1999 AADT	2004 AADT	2009 AADT	2019 AADT	1999 - 2019 % CHANGE	2004 - 2019 % CHANGE	2009 - 2019 % CHANGE
	2715	3012	1918	1530	-43.65	-49.2	-20.23
	1954	1901	1400	1410	-27.84	-25.83	0.71
	5975	5803	5777	8110	35.73	39.76	40.38
	11776	12449	11488	13810	17.27	10.93	20.21
	15028	14315	13563	16210	7.87	13.24	19.52
	3120	2994	2432	2610	-16.35	-12.83	7.32
	328	325	231	240	-26.83	-26.15	3.9
	709	798	916	990	39.63	24.06	8.08
	7223	7521	7287	5720	-20.81	-23.95	-21.5
	10321	12884	12145	12810	24.12	-0.57	5.48
	1269	1264	1137	1130	-10.95	-10.6	-0.62
	2189	2343	1715	2200	0.5	-6.1	28.28
	4320	3863	2396	2010	-53.47	-47.97	-16.11
	1068	1106	1019	700	-34.46	-36.71	-31.31
	6667	8841	6853	8000	19.99	-9.51	16.74
	3385	3055	2088	1760	-48.01	-42.39	-15.71
	7747	7387	6113	5350	-30.94	-27.58	-12.48
	704	676	453	510	-27.56	-24.56	12.58
	5148	5476	6242	6740	30.93	23.08	7.98
	15224	21469	16919	18170	19.35	-15.37	7.39
	2340	2696	2033	3210	37.18	19.07	57.9
	436	439	254	290	-33.49	-33.94	14.17
	2833	3109	2293	2670	-5.75	-14.12	16.44
	8648	7389	5957	6860	-20.68	-7.16	15.16
	3908	3722	2567	3790	-3.02	1.83	47.64
		52	46	40		-23.08	-13.04
		473	447	430		-9.09	-3.8
		119	226	80		-32.77	-64.6
	147	154	127	130	-11.57	-15.58	2.36
		1080	1140	850		-21.3	-25.44
		6795	5514	1780		-73.8	-67.72
		1808	1232	2340		29.43	89.94
		1065	670	960		-9.86	43.28
		1778	1529	1310		-26.32	-14.32
		1014	868	670		-33.93	-22.81
		2264	1989	2210		-2.39	11.11

LAWRENCE *CON'T.*

STATION NUMBER	ROUTE	TERMINI
141	HANNON DR.	From 03161 Mahr Ave. to 04375 Remke Ave.
142	HICKS ST.	From 03158 N. Military Ave. to 03170 Hannon Rd.
143	MAY ST.	From 03161 Mahr Ave. to SR242 Buffalo Rd.
144	BRINK ST.	From SR242 Buffalo Rd. to 03158 N.Military Ave.
145	CREW ST.	From SR006 N. Locust Ave. to 00936 Weakley Creek Rd.
146	GERI ST.	From SR006 N. Locust St. Ave. to 04370 Springer Rd.
147	FIRST ST.	From 03158 N. Military Ave. to 03163 First Ave.
148	FOURTH ST.	From 03158 N.Military Ave. to SR006 N.Locust Ave.
149	SPRINGER RD.	From 00936 Weakley Creek Rd. to 04655 Seventh St.
150	WAYNESBORO HWY.	From 00934 to SR234 Red Hill-Center Rd.
151	WAYNESBORO HWY.	From SR241 Red Hill-Center Rd. to 0A374 Old SR-15 Waynesboro Hwy.
152	US-HWY. 64 BYPASS	From 0A374 Old SR-15 Waynesboro Hwy. to SR242 Westpoint Rd.
153	US-HWY. 64 BYPASS	From SR242 Westpoint Rd. to SR006 S. Locust Ave.
154	US-HWY. 64	From SR006 S. Locust Ave. to 05694 Pulaski Hwy.
155	OLD MILITARY RD.	From Sr006 N. Locust Ave. to 03158 Hicks St.

1999 AADT	2004 AADT	2009 AADT	2019 AADT	1999 - 2019 % CHANGE	2004 - 2019 % CHANGE	2009 - 2019 % CHANGE
	1105	490	530		-52.04	8.16
	4282	2541	3400		-20.6	33.81
	2391	1362	1260		-47.3	-7.49
	859	661	660		-23.17	-0.15
	1292	1646	1710		32.35	3.89
	1470	1595	1640		11.57	2.82
	1363	901	760		-44.24	-15.65
	2788	1878	2570		-7.82	36.85
	8012	6716	7750		-3.27	15.4
			4630			
			6150			
			2630			
			4210			
			6150			
			1870			

AADT & 2009-19 % CHANGE DATA: LEWIS

STATION NUMBER	ROUTE	TERMINI
1	STATE HWY. 20	From Lewis Co./ Lawrence Co. line to Lawrence Co./ Lewis Co. line
2	STATE HWY. 48	From 0A291 Richard Dorning Rd. to 0A206 Kimmins St.
3	INDIAN CREEK RD.	From SR099 Columbia Hwy. to Lewis Co./ Hickman Co. line
4	COLUMBIA HWY.	From 01842 Indian Creek Rd. to 00953 Big Swan Creek Rd.
6	BIG SWAN CREEK RD.	From SR099 Columbia Hwy. to SR020 Summertown Hwy.
7	INDIAN CREEK RD.	From SR099 Columbia Hwy. to 00955 Salem Rd.
8	COLUMBIA HWY.	From 0A282 Franklin Ave. to 01842 Indian Creek Rd.
9	N. PARK AVE.	From 0A206 Kimmins St. to 0A175 Smith Ave.
11	S. PARK ST.	From 01827 Darbytown Rd. to SR020 S. Park St.
13	TRACE CREEK RD.	From SR020 Linden Hwy. to SR048 State Hwy. 48
14	N. PARK AVE.	From SR020 E. 4TH Ave. to 0A151 Wildcat Hollow Rd.
15	BUFFALO RD.	From SR020 Summertown Hwy. to 0A128 Switzerland Rd.
16	SUMMERTOWN HWY.	From 00935 Little Swan Creek Rd. to SR099 Buffalo Rd.
18	MT. JOY RD.	From 00953 Big Swan Creek Rd. to Lewis Co./ Maury Co. line
19	SUMMERTOWN HWY.	From 00935 Little Swan Creek Rd. to 00953 Big Swan Creek Rd.
20	STATE HWY. 48	From 01823 Trace Creek Rd. to 0A151 Wildcat Hollow Rd.
24	BUFFALO RD.	From 05563 Howard Switch Rd. to 00941 Napier Lake Rd.
25	NAPIER LAKE RD.	From SR099 Buffalo Rd. to 0E500 Natchez Trace Pkwy.
26	NAPIER RD.	From SR241 Napier Lake Rd. to 01838 Railroad Bed Rd.
27	COLUMBIA HWY.	From 00953 Big Swan Creek Rd. to 0A038 Overhead Bridge Rd.
28	CATHEYS CREEK RD.	From SR099 Columbia Hwy. to 0A249 Keg Springs Rd.
30	DARBYTOWN RD.	From 0A006 Darbytown Rd. to Lewis Co./ Hickman Co. line
32	E. 4TH AVE.	From SR020 W. Main St. to 0A232 W. 4TH Ave.
33	E. 4TH AVE.	From SR048 S. Park St. to SR099 Buffalo Rd.
35	STATE HWY. 48	From 0A427 Defeated Creek Rd. to 0A533 E. Hackberry St.
37	HOWARD SWITCH RD.	From SR099 Buffalo Rd. to SR099 Buffalo Rd.
39	SEIBER RIDGE RD.	From SR048 State Hwy. 48 to 05563 Howard Switch Rd.
41	NAPIER RD.	From 01838 Napier Rd. to Lewis Co./ Lawrence Co. line
44	ALLEN CREEK RD.	From 00941 Napier Lake Rd. to Lewis Co./ Wayne Co. line
45	BUFFALO RD.	From 0A128 Switzerland Rd. to 05563 Howard Switch Rd.
46	LINDEN HWY.	From 01825 Trace Creek Rd. to 01827 Darbytown Rd.
47	NAPIER LAKE RD.	From 0E500 Natchez Trace Pkwy. to Lewis Co./ Lawrence Co. line
48	BUFFALO RD.	From SR048 N Park Ave. to 0A282 Franklin Ave.
49	N. PARK AVE.	From SR099 E. Main St. to 0A022 Swan Ave.
50	ROCKHOUSE RD.	From 01823 Seiber Ridge Rd. to SR099 Buffalo Rd.

	1999 AADT	2004 AADT	2009 AADT	2019 AADT	1999 - 2019 % CHANGE	2004 - 2019 % CHANGE	2009 - 2019 % CHANGE
	2328	2793	2499	2930	25.86	4.91	17.25
	1292	1257	1399	1040	-19.51	-17.26	-25.66
	375	299	293	300	-20	0.33	2.39
	3835	4101	3660	3870	0.91	-5.63	5.74
	369	399	212	290	-21.41	-27.32	36.79
	218	217	199	440	101.84	102.77	121.11
	5463	6058	5107	5730	4.89	-5.41	12.2
	2559	2355	2098	1980	-22.63	-15.92	-5.62
	7279	7231	7157	6290	-13.59	-13.01	-12.11
	354	454	340	130	-63.28	-71.37	-61.77
	2293	2980	2720	2650	15.57	-11.07	-2.57
	3142	3258	3420	3520	12.03	8.04	2.92
	3839	4337	4094	5150	34.15	18.75	25.79
	490	568	354	380	-22.45	-33.1	7.35
	1882	2035	2116	2320	23.27	14.01	9.64
	1183	1211	1163	1280	8.2	5.7	10.06
	621	528	513	600	-3.38	13.64	16.96
	160	208	158	180	12.5	-13.46	13.92
	414	457	446	610	47.34	33.48	36.77
	3562	3952	3590	3820	7.24	-3.34	6.41
	226	261	130	210	-7.08	-19.54	61.54
	289	261	202	240	-16.96	-8.05	18.81
	3862	4590	3682	3670	-4.97	-20.04	-0.33
	7759	8209	8348	7870	1.43	-4.13	-5.73
	595	613	559	720	21.01	17.46	28.8
	137	107	100	240	75.18	124.3	140
	47	32	34	90	91.49	181.25	164.71
	181	230	238	380	109.95	65.22	59.66
	145	145	115	140	-3.45	-3.45	21.74
	1037	1062	887	1020	-1.64	-3.96	14.99
	4689	4055	3564	2710	-42.21	-33.17	-23.96
	709	739	615	820	15.66	10.96	33.33
	12542	11681	9768	10980	-12.45	-6	12.41
	5185	3843	3464	3170	-38.86	-17.51	-8.49
		258	167	160		-37.98	-4.19

LEWIS *CON'T.*

STATION NUMBER	ROUTE	TERMINI
52	LITTLE SWAN CREEK RD.	From SR099 Columbia Hwy. to SR020 Summertown Hwy.
53	DARBYTOWN RD.	From SR020 W. Main St. to 0A006 Darbytown Rd.
57	CANE CREEK RD.	From SR100 SR-100 to Hickman Co./ Lewis Co. line
60	COLUMBIA HWY.	From 0A038 Overhead Bridge Rd. to Lewis Co./ Maury Co. line
123	CATHEYS CREEK RD.	From 0A249 keg Spring Rd. to Lewis Co./ Maury Co. line

1999 AADT	2004 AADT	2009 AADT	2019 AADT	1999 - 2019 % CHANGE	2004 - 2019 % CHANGE	2009 - 2019 % CHANGE
	161	137	140		-13.04	2.19
	1039	824	870		-16.27	5.58
263	235	194	170	-35.36	-27.66	-12.37
4269	4211	3339	4540	6.35	7.81	35.97
303	292	298	290	-4.29	-0.69	-2.69

AADT & 2009-19 % CHANGE DATA: PERRY

STATION NUMBER	ROUTE	TERMINI
3	HWY. 13 N.	From 0A108 Lost Creek Rd. to SR438 Hwy. 438 W.
4	8TH AVE. E.	From SR013 S.Main St. to 0A113 Lagoon Rd.
6	BLUE CREEK RD.	From 00909 Blue Creek Rd. to SR013 S. Main St.
8	BUNKER-HILL STANDING ROCK	From SR438 Bunker Hill-Standing Rock Rd. to 0A031 Toms Creek Rd.
10	HWY. 438 E.	From SR013 S.Main St. to 0A031 Toms Creek Rd.
12	JONES HOLLOW RD.	From SR438 Hwy. 438 E. to 0A113 Lagoon Rd.
13	HWY. 438 E.	From SR013 S.Main St. to 01777 Jones Hollow Rd.
14	LOBELVILLE HWY.	From SR438 Hwy. 438 E. to 0A122 King Branch Rd.
17	BUNKER-HILL STANDING ROCK	From 00923 Lick Creek Rd. to SR020 US-412
19	LICK CREEK RD.	From SR438 Bunker Hill-Standing Rock Rd. to SR020 US-412
20	E. MAIN ST.	From 00923 Lick Creek Rd. to SR013 Lobelville Hwy.
21	LOBELVILLE HWY.	From 0A465 Downing Hollow Rd. to 0A491 Helton St.
22	E. MAIN ST.	From SR013 Lobelville Hwy. to SR100 State Hwy. 100
24	OLD HWY. 13 S.	From SR013 Squirrel Hollow Rd. to 01790 Old Hoenwald Rd.
25	OLD HOHENWALD RD.	From 00921 Old Hwy. 13 S. to 0A157 Old Penny Rd.
26	OLD HWY. 13 S.	From SR013 Hwy. 13 S. to 01790 Old Hoenwald Rd.
28	CEDAR CREEK RD.	From SR128 Hwy. 128 to SR020 US-412
29	HWY. 128	From 0A198 Whiteoak Rd. E. to 01775 Cedar Creek Rd.
30	HWY. 13 S.	From SR015 US-Hwy. 64 Bypass to SR242 Westpoint Rd.
31	SINKING CREEK RD.	From 0A162 Rockhouse Rd. to 00921 Old Hwy. 13 S.
33	SINKING CREEK RD.	From 0A162 Rockhouse Rd. to Perry CO./ Wayne Co. line
36	S. MAIN ST.	From SR438 Hwy. 438 E. to SR013 S.Main St.
37	HWY. 13 S.	From SR128 Hwy. 128 to 00921 Old Hwy. 13 S.
38	LOBELVILLE HWY.	From 00921 S. Mill St. to SR020 E. Main St.
39	HWY. 13 S.	From 0A177 Old Mt. Olive Rd. to 0A100 Horseshoe Bend Rd.
40	BUNKER-HILL STANDING ROCK	From 01777 Jones Hollow Rd. to Perry Co./ Hickman Co. line
41	E. MAIN ST.	From SR100 State Hwy. 100 to Perry Co./ Lewis Co. line
42	OLD HOHENWALD RD.	From 0A157 Old Penny Rd. to Perry Co./ Lewis Co. line
43	HWY. 128	From 01775 Cedar Creek Rd. to SR013 Hwy. 13 S.
46	HWY. 13 S.	From 00921 S.Mill Rd. to SR128 Hwy. 128
47	HWY. 13 N.	From 0A108 Lost Creek Rd. to Perry Co./ Humphreys Co. line
48	LOWER BRUSH CREEK RD.	From SR100 State Hwy. 100 to SR013 Lobelville Hwy.
49	BLUE CREEK RD.	From I0040 I-40 to Humphreys Co./ Perry Co. line
49	BLUE CREEK RD.	From I0040 I-40 to Humphreys Co./ Perry Co. line
50	HWY. 48	From 00959 E. Beaverdam Rd. to 0A330 Spring Rd.

	1999 AADT	2004 AADT	2009 AADT	2019 AADT	1999 - 2019 % CHANGE	2004 - 2019 % CHANGE	2009 - 2019 % CHANGE
	3207	4174	3318	2270	-29.22	-45.62	-31.59
	711	808	506	690	-2.95	-14.6	36.36
	327	328	382	450	37.62	37.2	17.8
	811	814	590	750	-7.52	-7.86	27.12
	622	496	464	500	-19.61	0.81	7.76
	283	311	313	410	44.88	31.83	30.99
	543	702	630	840	54.7	19.66	33.33
	3049	3610	2654	2470	-18.99	-31.58	-6.93
	649	589	697	610	-6.01	3.57	-12.48
	1163	1088	932	880	-24.33	-19.12	-5.58
	4369	4363	3619	4090	-6.39	-6.26	13.02
	3372	4235	3455	3110	-7.77	-26.56	-9.99
	4001	3394	3183	3080	-23.02	-9.25	-3.24
	1010	1151	1028	1240	22.77	7.73	20.62
	378	414	401	540	42.86	30.44	34.66
	555	615	526	960	72.97	56.1	82.51
	372	391	246	220	-40.86	-43.73	-10.57
	544	590	550	630	15.81	6.78	14.55
	992	830	764	680	-31.45	-18.07	-11
	258	292	266	260	0.78	-10.96	-2.26
	74	96	91	170	129.73	77.08	86.81
	2975	2933	2488	2250	-24.37	-23.29	-9.57
	1183	1220	945	970	-18.01	-20.49	2.65
	3586	3519	2983	3090	-13.83	-12.19	3.59
	929	659	580	630	-32.19	-4.4	8.62
	370	459	482	600	62.16	30.72	24.48
	2392	2938	2187	2370	-0.92	-19.33	8.37
	48	58	69	50	4.17	-13.79	-27.54
	946	927	764	740	-21.78	-20.17	-3.14
	3957	3562	2527	3100	-21.66	-12.97	22.68
	2230	2515	2073	2340	4.93	-6.96	12.88
	171	201	104	110	-35.67	-45.27	5.77
	244	313	330	530	117.21	69.33	60.61
	244	313	330	530	117.21	69.33	60.61
		727	464	680		-6.47	46.55

PERRY *con't.*

STATION NUMBER	ROUTE	TERMINI
51	OLD STATE HWY. 20	From Perry Co./ Lewis Co. line to Lewis Co./ Perry Co. line
53	STATE HWY. 100	From SR020 Hwy. 412 E. to 01792 Lower Brush Creek Rd.
58	STATE HWY. 100	From 01833 Nacome Rd. to Hickman Co./ Perry Co. line
990	US-412	From 00923 Lick Creek Rd. to SR438 Hwy. 438 W.

1999 AADT	2004 AADT	2009 AADT	2019 AADT	1999 - 2019 % CHANGE	2004 - 2019 % CHANGE	2009 - 2019 % CHANGE
	112	136	200		78.57	47.06
	730	619	730		0	17.93
733	484	468	450	-38.61	-7.03	-3.85
2140	2536	2196	2720	27.1	7.26	23.86

AADT & 2009-19 % CHANGE DATA: WAYNE

STATION NUMBER	ROUTE	TERMINI
1	NATURAL BRIDGE RD.	From 01771 Topsy Rd. to Wayne Co./ Lewis Co. line
3	LUNA RD.	From 01771 Topsy Rd. to SR013 Waynesboro Hwy.
4	WAYNESBORO HWY.	From SR048 Hoenwald Hwy. to SR228 Beech Creek Rd.
5	HOHENWALD HWY.	From SR013 Waynesboro Hwy. to Wayne Co./ Perry Co. line
6	1ST AVE. N.	From SR048 Hoenwald Hwy. to Wayne Co./ Perry Co. line
8	BEECH CREEK RD.	From SR013 Waynesboro Hwy. to SR228 Morrison Creek Rd.
9	BEECH CREEK RD.	From SR128 Linden Hwy. to 00914 Beech Creek Rd.
10	BEECH CREEK RD	From SR228 Morrison Creek Rd. to SR128 Linden Hwy.
11	E. WATER ST.	From 00914 Beech Creek Rd. to Perry Co./ Wayne Co. line
12	E. WATER ST.	From SR228 Morrison Creek Rd. to 0A600 Main St.
13	E. WATER ST.	From 0A600 Main St. to SR114 Billy Nance Blvd.
15	CLIFTON TURNPIKE	From SR114 Billy Nance Hwy. to 0A039 Ross Creek Rd.
16	BILLY NANCE HWY.	From SR015 Savannah Hwy. to 01784 Clifton Turnpike
17	SAVANNAH HWY.	From 00917 Beckham Hollow Rd. to 0A570 Davidson Rd.
18	BECKHAM HOLLOW RD.	From 01782 Indian Creek Rd. to SR015 Savannah Hwy.
21	COLLINWOOD HWY.	From 0A465 Downing Hollow Rd. to 0A491 Helton St. W
22	OLD HWY. 64 W.	From 01784 Clifton Turnpike to SR015 US-64 Bypass
23	CLIFTON TURNPIKE	From 0A039 Ross Creek Rd. to 02738 S. High St.
24	N. HIGH ST.	From 0A569 to 0A140 Mount Hope Rd.
26	HWY. 64 E.	From 02379 Dexter L. Woods Memorial to 01767 Hurricane Creek Rd.
27	HURRICANE CREEK RD.	From 0A202 Bill Clayton Dr. to SR015 Hwy.64 E.
28	HWY. 99	From SR099 Hwy. 99 to 0A179 Walnut Grove Rd.
31	SAVANNAH HWY.	From SR015 Coy Hill Rd. to Hardin Co./ Wayne Co. line
32	BUTTERMILK RIDGE RD.	From SR015 Lawrenceburg Hwy. to 0A183 Blowing Springs Rd.
33	HWY. 64 E.	From 01769 Buttermilk Ridge Rd. to Wayne Co./ Lawrence Co. line
38	1ST AVE. N.	From SR438 E. Beaverdam Valley Rd. to Hickman Co./ Perry Co. line
39	4TH AVE. N.	From SR013 E. Broadway St. to 0A591 Langford Ln.
40	BUTTERMILK RIDGE RD.	From SR099 Gaither Hinson Rd. to Lewis Co./ Wayne Co. line
41	CALIFORNIA BRANCH RD.	From 01767 Factors Fork Rd. to 01765 Railroad Bed rd.
42	CALIFORNIA BRANCH RD.	From 01778 Ayers Rd. to 00912 California Branch Rd.
45	4TH AVE. S.	From SR203 Bear Creek Rd. to SR013 E. Broadway St.
46	BEAR CREEK RD.	From 0A385 South Rd. to SR013 Hwy. 13 S.
47	BIG CYPRESS RD.	From 00915 Weatherford Creek Rd. to SR013 Chisholm Rd.
49	BECKHAM HOLLOW RD.	From SR203 Lutts Rd. to 00917 Beckham Hollow Rd.

1999 AADT	2004 AADT	2009 AADT	2019 AADT	1999 - 2019 % CHANGE	2004 - 2019 % CHANGE	2009 - 2019 % CHANGE
120	168	142	160	12.68	-4.76	33.33
49	101	81	90	11.11	-10.89	83.67
962	740	790	710	-10.13	-4.05	-26.2
667	744	454	530	16.74	-28.76	-20.54
475	505	253	310	22.53	-38.61	-34.74
543	522	450	370	-17.78	-29.12	-31.86
342	415	291	230	-20.96	-44.58	-32.75
198	204	120	120	0	-41.18	-39.39
404	464	343	380	10.79	-18.1	-5.94
1560	1799	1678	1130	-32.66	-37.19	-27.56
1269	1303	1172	910	-22.36	-30.16	-28.29
386	227	253	330	30.44	45.37	-14.51
2467	1667	1430	1910	33.57	14.58	-22.58
2441	2459	2486	2790	12.23	13.46	14.3
251	111	86	60	-30.23	-45.95	-76.1
4808	4836	4445	3890	-12.49	-19.56	-19.09
1908	3095	2660	1950	-26.69	-37	2.2
640	356	490	470	-4.08	32.02	-26.56
2294	2557	2189	2210	0.96	-13.57	-3.66
8007	8874	8401	8320	-0.96	-6.24	3.91
965	1020	889	710	-20.14	-30.39	-26.43
1341	1401	1180	1100	-6.78	-21.49	-17.97
2386	2369	2093	2750	31.39	16.08	15.26
701	593	427	460	7.73	-22.43	-34.38
4171	4742	3924	5430	38.38	14.51	30.19
3537	3451	3120	2940	-5.77	-14.81	-16.88
667	753	705	360	-48.94	-52.19	-46.03
70	81	92	80	-13.04	-1.24	14.29
491	447	356	290	-18.54	-35.12	-40.94
1792	1313	1005	1070	6.47	-18.51	-40.29
4799	5073	4570	3820	-16.41	-24.7	-20.4
1026	899	820	710	-13.42	-21.02	-30.8
319	360	426	250	-41.32	-30.56	-21.63
153	168	119	80	-32.77	-52.38	-47.71

WAYNE *CON'T.*

STATION NUMBER	ROUTE	TERMINI
52	WEATHERFORD CR RD.	From SR203 Lutts Rd. to 01776 Second Creek Rd.
53	WAYLAND SPRINGS RD.	From SR227 Iron City Rd. to Lawrence Co./ Wayne Co. line
54	SECOND CREEK RD.	From SR069 Sixty-Nine Hwy. to 01787 Firetower Rd.
55	SIXTY-NINE HWY.	Hardin Co./ Wayne Co. line to Wayne Co./ Alabama state line
58	BIG CYPRESS RD.	From 01763 Big Cypress Rd. to 01776 Second Creek Rd.
60	BIG CYPRESS RD.	From 00915 Weatherford Cr. Rd. to SR227 Pumping Station Rd.
62	IRON CITY RD.	From SR013 Chisholm Rd. to Wayne Co./ Alabama state line
65	CHISHOLM RD.	From SR227 Iron City Rd. to Wayne Co./ Alabama state line
67	RAILROAD BED RD	From 00912 California Branch Rd. to Wayne Co./ Lawrence Co. line
68	HOG CREEK RD	From 02738 Old Hwy. 64 W. to 0A629 Banjo Branch Rd.
69	NATURAL BRIDGE RD.	From 01771 Topsy Rd. to 0A179 Walnut Grove Rd.
70	IRON CITY RD.	From SR013 Chisholm Rd. to Wayne Co./ Lawrence Co. line
72	CHISHOLM RD.	From SR203 Bear Creek Rd. to SR227 Iron City Rd.
73	SAVANNAH HWY.	From 0A570 Davidson Rd. to 02738 Savannah Rd.
74	HOG CREEK RD	From 0A629 Banjo Branch Rd. to 00917 Beckham Hollow Rd.
76	DOGWOOD FLATS RD.	From 01782 Indian Creek Rd. to 0A591 Langford Rd.
78	BEAR CREEK RD.	From 02702 Big Ivy Rd. to Perry Co./ Wayne Co. line
79	LINDEN HWY.	From SR228 Morrison Creek Rd. to 00914 Beech Creek Rd.
80	HWY. 64 E.	From 01767 Hurricane Creek Rd. to 01769 Buttermilk Ridge Rd.
82	DAN RICHARDSON RD.	From SR128 Linden Hwy. to Wayne Co./ Perry Co. line
83	SECOND CREEK RD.	From 00915 Weatherford Cr. Rd. to 01787 Firetower Rd.
84	FACTORS FORK RD.	From 00912 California Branch Rd. to 0A202 Bill Clayton Dr.
87	HWY. 99	From SR015 Hwy. 64 E. to SR099 Natural Bridge Rd.
88	AYERS RD.	From 00912 Railroad Bed Rd. to SR013 Hwy.13 S.
90	E. BROADWAY ST.	From SR013 1ST Ave. N. to 01778 Ayers Rd.
91	WAYNESBORO HWY.	From SR228 Beech Creek Rd. to 0A140 Mount Hope Rd.
92	S. HIGH ST	From SR013 Public Square S. to 01784 Clifton Turnpike
93	N. HIGH ST.	From SR013 Public Square N. to 0A569
94	DEXTER L. WOODS MEMORIAL BLVD.	From SR015 US-64 Bypass to SR013 Public Square E.
95	PUBLIC SQUARE E.	From 0A491 Helton St. to 0A506 Hollis St. E.
96	BILLY NANCE BLVD.	From SR128 State Hwy. 128 to Wayne Co./ Lawrence Co. line
97	HWY. 64 E.	From 05694 Pulaski Hwy. to Lawrence Co./ Giles Co. line
98	US-64 BYPASS	From SR013 Waynesboro Hwy. to 01784 Clifton Turnpike
99	SAVANNAH HWY.	From 01784 Clifton Turnpike to 02738 Savannah Rd.
102	FIRETOWER RD.	From 01776 Second Creek Rd. to 00915 Weatherford Creek Rd.

	1999 AADT	2004 AADT	2009 AADT	2019 AADT	1999 - 2019 % CHANGE	2004 - 2019 % CHANGE	2009 - 2019 % CHANGE
	466	445	235	200	-14.89	-55.06	-57.08
	273	481	394	250	-36.55	-48.03	-8.43
	240	124	99	140	41.41	12.9	-41.67
	2196	2160	1566	1970	25.8	-8.8	-10.29
	701	520	402	310	-22.89	-40.39	-55.78
	574	612	310	430	38.71	-29.74	-25.09
	600	527	322	380	18.01	-27.89	-36.67
	2845	2897	2623	2590	-1.26	-10.6	-8.96
	393	472	322	370	14.91	-21.61	-5.85
	1112	472	441	410	-7.03	-13.14	-63.13
	619	843	653	590	-9.65	-30.01	-4.69
	847	1073	760	910	19.74	-15.19	7.44
	2506	2369	2483	2390	-3.75	0.89	-4.63
	3860	3585	3695	4020	8.8	12.13	4.15
	338	377	270	270	0	-28.38	-20.12
	118	79	95	90	-5.26	13.92	-23.73
	376	364	332	400	20.48	9.89	6.38
	601	753	550	600	9.09	-20.32	-0.17
	3935	3698	3340	4090	22.46	10.6	3.94
	271	272	186	250	34.41	-8.09	-7.75
	86	123	103	110	6.8	-10.57	27.91
	163	124	103	110	6.8	-11.29	-32.52
	4233	4099	3860	2830	-26.68	-30.96	-33.14
	95	144	143	190	32.87	31.94	100
	2868	3629	3301	2630	-20.33	-27.53	-8.3
	1442	1240	1122	1150	2.5	-7.26	-20.25
	6732	5343	4720	3840	-18.64	-28.13	-42.96
	2204	2206	1789	1790	0.06	-18.86	-18.78
	8875	11046	9777	7970	-18.48	-27.85	-10.2
	7093	6932	6089	5220	-14.27	-24.7	-26.41
	1766	1157	1087	1810	66.51	56.44	2.49
	3091	3426	3217	4330	34.6	26.39	40.08
	2976	2989	2979	3880	30.25	29.81	30.38
		2974	2530	3310	30.83	11.3	
		67	60	60	0	-10.45	

WAYNE *CON'T.*

STATION NUMBER	ROUTE	TERMINI
103	TOPSY RD	From SR099 Natural Bridge Rd. to 01773 Topsy Store Rd.
104	PUBLIC SQUARE E.	From 0A506 Hollis St.E. to SR013 Public Square W.
105	PUBLIC SQUARE S.	From SR013 Public Square E. to SR013 Public Square N.
108	CALIFORNIA BRANCH RD.	From SR242 Tennessee St. to Lawrence Co./ Wayne Co. line

1999 AADT	2004 AADT	2009 AADT	2019 AADT	1999 - 2019 % CHANGE	2004 - 2019 % CHANGE	2009 - 2019 % CHANGE
	264	277	320	15.52	21.21	
	6994	6120	4800	-21.57	-31.37	
	6498	5696	6470	13.59	-0.43	
393	423	388	340	-12.37	-19.62	-13.49

